

CLUB
WHISKY
\$14.00 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

TANSAN

48 Pints \$8.50
100 Splits \$8.00

H. PRICE & CO.,
Sole Agents.

No. 14,587 號七十八百五千四萬一 日壹初月 十年十三緒光 HONGKONG, FRIDAY, JANUARY 6TH, 1905. 五拜禮 號六月正年五零百九千一英港香 PRICE, \$3 PER MONTH.

A CHOICE AFTER-DINNER WINE
WATSON'S
D. PORT
VERY FINE OLD VINTAGE.
A. S. WATSON & CO.
LIMITED.
ALEXANDRA BUILDINGS.
[a]1365

CUTLER, PALMER
& CO.'S
PRICED \$11.00 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a]65

LANE, CRAWFORD & CO.

Have been appointed
SOLE AGENTS
FOR THE

"WHITE HORSE CELLAR"
OLD
BLEND
WHISKY.
The Brand of the
OLD
COACHING DAYS
Price Per 1 Doz. Bot. \$14.00
" 1 " Flasks 8.00
" 1 " 5.00
" 2 Gallon Jar 14.00
[a]43

THE WINE GROWERS'
SUPPLY CO.



Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers.
Price List on application.
BARNETTO & CO., Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road.
[a]44

JUST ESTABLISHED.
(Telephone No. 467.)

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No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. Gaupp & Co.)

HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing—New lot of Tweed Suits,
Trousers, and Fancy Vestings.
Also Smart Neckwear, Stylish Boots and
Shoes, and Fashionable Hats and Caps in
Highest Grade.
Inspection Invited.
Hongkong, 5th August, 1904. [a]1912

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Casks of 37½ lbs. net \$5.00 per Cask ex Factory
Bags of 250 lbs. net \$3.20 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904. [a]2865

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HOTELS,
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Restaurant and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a]49

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL."
\$21 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature
EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

DOURO PORT,
\$15.00 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.
A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE

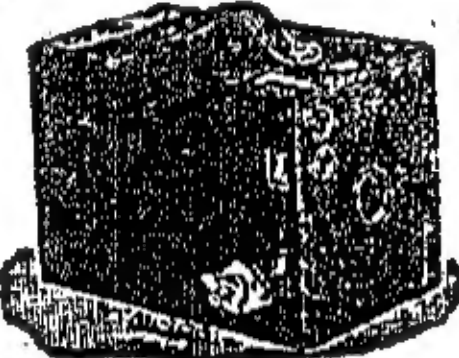
AGENTS—SIEMSEN & CO., HONGKONG. [a]64

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AT THE DISPOSAL OF AMATEURS

LONG HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 15th August, 1904. [a]39

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LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
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WITHOUT MORSE'S INDIAN ROOT PILLS.

THE GREATEST TONIC REGULATOR.

SOLD BY ALL DEALERS. AGENTS:—

WATKINS LIMITED,

CHEMISTS AND PERFUMERS,

WATKINS BUILDING, HONGKONG.

Telephone 314. [a]38



We are SOLE AGENTS for HONGKONG and the FAR EAST
for the following Brands:—
FOMMERY AND GREN. SEC. AND EXTRA SEC.
BOLLINGER & CO. EXTRA QUALITY VIN 1898.
GIESLER & CO.
POL ROGER & CO. VIN 1898.
LANSON PERE ET FILS VIN 1898.
IBROY & CO. CARTE D'OR.
PAUL DOMMIER & CO. GOLD MARQUE.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, QUEEN'S ROAD.

Hongkong, 8th December, 1904. [a]7

E. C. WILKS & CO.

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,
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MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING and ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 353.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 24th August, 1904. [a]62

LANE, CRAWFORD & CO.

ARE NOW SHOWING NEW STOCKS OF

DR. JAEGER'S DRESSING GOWNS, TRAVELLING RUGS,

FOWNE'S "OWN MAKE" GLOVES.

SILK HANDKERCHIEFS,

SILK MUFLERS,

TRUNKS, KIT BAGS, &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 6th January, 1905. [a]6a

A. TACK & CO.

26, DES VŒUX ROAD CENTRAL, HONGKONG.

FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.

EASTMAN'S KODAKS & FILMS.

"PRIMUS" CAMERAS & ACCESSORIES.

ILFORD PLATES & PAPERS.

"PRIMUS" DEVELOPERS & CHEMICALS. [a]6

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MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

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Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Kanatsu, Nagasaki,
Kuchinotani, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honjo, Kanada, Fajinotana, Mameda, Manoura, Onoura Otzuji
Sasahara Teubakuro, Yoshitani, Yoshio, Yunkibaru, and other Coals.

8, MINAMI, Manager, Hongkong, 117

IMPORTANT NOTICE.

MR. H. RUTTONJEE begs to announce
to his numerous Customers that his
Bakery in Kowloon being burnt down, he has
hired another in a healthy part of the town,
where Bread will be baked and prepared under
his usual personal supervision and thus ensuring
to his numerous Patrons the customary supply
of the same wholesome bread made of the finest
flour and materials, that he has all throughout
supplied.
Customers are kindly requested to send their
orders as usual.

H. RUTTONJEE,

No. 5, D'Agular Street,

and

36 to 38, Elgin Road, Kowloon.

Hongkong, 5th January, 1905. [a]53

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blake Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag F.
Telephone 142.
Hongkong, 2nd January, 1905. [a]33

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

27, DES VŒUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [a]2181

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Co.
Storage available at East Point. Storage will
be Open at 10 A.M. and 4 P.M. daily, Sunday,
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [a]55

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE
CARTRIDGES 8, 10, 12, 16, and 20 BORE.
and **NEWCASTLE CHILLED SHOT** in
all Sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1904. [a]245

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1904. [a]2458

FOR SALE

PROPERTY FOR SALE.

NOS. 237 and 239, QUEEN'S ROAD

EAST, Suitable for Business premises,

For Sale with immediate possession.

For particulars, apply to—**C. C. T.,**

Care of Daily Press Office.

Hongkong, 30th December, 1904. [a]3017

SITE AT PEAK FOR SALE.

FOR SALE, the Piece or Parcel of LAND

close to Stewart Gap and Peak Church,

containing 20,000 square feet there or there-
abouts.

The ground is at present laid out as a Croquet
Lawn and Bowling Green. It is enclosed in
stone wall, and a Wooden Summer House, a
Lawn Mower, and a Roller will be included.
For Terms, apply to—
TURNER & CO.
Hongkong, 23rd December, 1904. [a]2973

HOTELS.

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

H. HAYNES

Manager.

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

[a]14

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (at

required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.

Hongkong, 10th June 1903. [a]1992

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.

Large and Lush Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to the—
MANAGER.

Hongkong, 31st October, 1902. [a]5

MACAO
AND
CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,

Proprietor.

[a]2751

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Hewingshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER

[a]2541

DAVID CORSE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TABPAULING

ARNOLD, KARBURG & CO.

Sole Agents.

INTIMATION



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.



BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

D

PORT

VERY FINE OLD VINTAGE MANY YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & CO. LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

is strongly opposed to communalism, or that form of socialism known as municipal trading; and perhaps they recognise that if it be unfair for the governing authority to cater in that way to the industrious members of the community, it is also unfair to usurp the functions of private philanthropy. It is rather curious to observe how most men object to socialism in politics and business, and how, when they are brought face to face with some of the unpleasant things incidental to a society based on individualism, they so often cry out for Government relief. Why not, to use a fiscalist phrase, go the whole hog? If it be proper that the Government of this Colony should make provision for the amelioration of the out-of-work, why should it not also be asked to help the many patient workers whose troubles are none the less real because unheard of, or at least, not so noisily bewailed? Why not demand that they should acquire all the house property in the Colony, and ease the struggling rent-payers by lowering rates where they most pinch? They have already begun this movement at Home, with their Housing of the Working Classes Act, and like all half measures, it has been attended by results not always satisfactory. In Germany, public works are arranged as often as possible to fit the needs of cheap labour. There is usually a loss, but the gain to humanity is accounted a sufficient offset. This would not help the situation much in Hongkong, were it practicable, for it is understood that the foreigner must not do unskilled labour, and if he could, the "beachcomber" would not. The Germans have also tried, in common with Switzerland and Belgium, schemes of insurance against unemployment, but without adequate success, because only a "whole hog" programme can secure that. Life would scarcely be worth living were society to adopt the paternal principles of the ultra-socialists; but we would have the satisfaction of seeing the survival of the fittest. Indeed, since few men work, as the Rev. CAMPBELL would express it, "for the work's sake," we should probably all become unfit, revelling in an untroubled universal stagnation. The trend is lest some "beachcomber" should really be a deserving character, in want through no fault of his own. Considerable experience of the genus warrants the belief that this fear need not obsess us to the extent it appears to do. Such a man has opportunities to prove his status and secure help, without the suggested Government almshouse. It is not true to suggest that a destitute man is driven to dishonesty. Temporary destitution drives an honest one to work, to renewed energy, to greater resourcefulness. BECKY SHARP thought she could be good on £5,000 a year, but many remain tolerably so on much less. If they don't, they have to atone sooner or later. Those who are not downright bad are usually shiftless through lack of incentive, and indiscriminate charity robs them of that incentive.

The *Sutlej*, cruiser, Capt. W. L. Grant, sailed at 6 p.m. previous to leaving for China.

The first fatal plague case of 1905 is reported. There were still four exterior cases at the end of 1904.

The German gunboat *Teintze* arrived from Canton, yesterday, and the Chinese gunboat *Chopani* on Wednesday.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks an anonymous donation of \$85.

The syllabus of the Royal Colonial Institute includes an address on March 14th by Sir Charles Bruce, G.C.M.G., on "The Crown Colonies."

Kang-yu-wei, Chief of the Chinese Reformers, has arrived at Victoria (B.C.), where he was accorded a reception by the Chinese residents.

The bidding for the *Japan Herald*, which was put up for sale by auction last week, reached 12,000 yen, but the reserve price being higher the property was not sold.

The dance of the Hongkong Volunteer Corps will take place in the City Hall on Thursday, the 26th inst. All members of the Corps must wear uniform, but dancing pumps will be allowed.

The *Dépêche Coloniale* states that a railway from Nanchang to Kinkiang is about to be constructed at a cost of 4,000,000 taels; half of this sum will be subscribed by natives in Kiangsi, and the remainder will be met by a subsidy from the Government.

The Hongkong Cricket Club plays a match with the Navy to-morrow (Saturday). The following have been chosen to represent the Club—Messrs. R. Hancock, H. Hancock, W. Dixon, T. S. Smith, A. G. Ward, R. E. O. Bird, F. E. Pearce, C. H. Mackay, W. Daniel, Lt. Aird, and Lt. Heath. Play begins at half-past eleven.

Messrs. W. H. Woolley, J. Reidie and George Cosh have been elected associate members of the Royal Sanitary Institute.

It is difficult, says the *Idler*, to imagine the extent of the disaster which would ensue if one-half of the Russian navy should unexpectedly meet the other on a dark night.

A book-keeper who was recently dismissed by the Osaka Cotton Spinning Company, by whom he had been employed many years, has been arrested on a charge of misappropriating about 500,000 yen belonging to the Company.

The s.s. *Asapa* arrived from Philadelphia yesterday, with 4,800 tons of case oil for the Standard Oil Company. While she was voyaging through the Mediterranean, the oil in the main hold caught fire. Capt. Williamson put the conflagration out by flooding the hold. The cargo suffered to a considerable extent, but the vessel escaped damage.

This (Friday) afternoon the Hongkong Football Association Club will play the West Kents Football Club at Happy Valley. Kick-off at 4.45 p.m. The following will play for the H.K.F.C.—H. F. Kew, goal; G. E. Morrell and F. Grone, backs; H. C. Gray, Lieut. G. B. Macdonald, and R. Macpherson, halves; T. Clarke, R. Henderson, W. H. Williams (capt.), J. Clark, and C. Humphreys, forwards.

The following will represent the Hongkong Hockey Club in a match with H.M.S. *Hogue* this afternoon, on the Club Ground at 4.30 p.m., the Club to play in white: Goal, C. A. Denman; backs, Eng.-Lt. Pullibank, R.N., and T. C. Gray; halves, P. K. Kayrett, C. P. Chater (capt.), and Lt. Wilson, R.N.; forwards, H. G. C. Bailey, R. F. C. Master, A. B. Ogilvie, R.E., A. B. De Vouille, R.N., and W. W. G. Ross.

Six Indian constables were being sworn in by Mr. F. A. Hazell at the Police Court yesterday morning. The interpreter was asking the usual list of questions. On inquiring of one of the Indians "Are you married?" His Worship was surprised to hear the reply—"Yes, small marriage." "What do you mean by that?" he asked, through the interpreter. "Engaged," answered the Indian. His Worship smiled.

By kind permission of Major Radcliff and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 6th January, 1905 (weather permitting):—

March—The Diamond Jubilee, Ord Hume Overture, The Bohemian Girl, Ballo Selection, L'Ebre, Apollon Song, Standchen, Schubert Selection, Three Little Maids, Rubens Waltz, Mon Secret, Costa Lancers, The Geisha, Ceote.

Menu:—Hors d'Oeuvre—Sliced Cucumbers, Tomatoes, and Peas, Red Fish on Toast, Soups—Mushroom and Tomato, Green Peas and Custard, Fish—Boiled Fish Egg Sauce, Entrée—Brislet of Chicken Larded, Potato Cutlets and Potato Chips, Quail en A Pic, Joint—Roast Saddle of Beef, Roast Turkey, Cold York Ham, Curry—Curry Lobster and Rice, Salad—Scotch Salad, Vegetables—Boiled Potatoes, Fried Potato Balls, Baked Tomatoes, and Sweet Corn, Sweets—Chocolate Fudding, Cake Assorted, Strawberry Ice Cream, Finger Cakes, Fruits in Season, Tea and Coffee.

King's Park Range, Kowloon, will be available for the rifle practice of members of the Hongkong Volunteer Reserve Association to-morrow (Saturday), and on Saturday, the 21st inst., from two to four o'clock in the afternoon. Rifles and cartridges can be obtained on the range.

The names of those scoring over thirty at the recent practice (on the 2nd and 3rd inst.) are as follows:—Messrs. Cameron Allan, C. W. Brett, E. J. Grist, H. W. Slade, M. W. Slade, A. McKendie, F. B. L. Bowler, J. Douglas, W. A. Farrell, F. Fisher, C. D. Wilkinson, N. J. Stabb, C. B. Baynes, E. A. Hewett, Hon. Capt. Barnes-Lawrence (R.N.), G. A. Hastings, Wm. Goodfellow, L. S. Lewis, H. Pinckney, A. Brown, E. Dougherty, W. H. T. Davis, Dr. Koch, C. B. Scott, G. H. May, Dr. Adkinson, F. Maitland, J. Rankin, J. Owen Hughes, Rev. C. H. Hickling, R. E. G. Bird, H. Fykes, H. H. J. Gompertz and E. A. Irving.

KOWLOON NOTES.

THE NEW STEAM LAUNDRY.

Everything is ready for commencing the building of the new steam laundry near the Jungating station, between Yau-mat and Kowloon City. Lin Wo (of the Hop Yik) is the contractor, and Messrs. Leigh and Orange the architects. It will be a large concern.

RECLAMATION WORK.

The reclamation work at the extremity of the Peninsula is progressing favourably. Another hundred yards or so in an easterly direction towards Blackhead's Pier is now being attended to. The mound at the back of the Glass Works is being gradually removed.

DILLING IN WATER HOLES.

Some filthy waterholes at Hunghom, just before arriving at the Kowloon Docks, are being filled in, and the ground, when level, should be a valuable building site. Earth for this purpose is being taken by a light railway from the hills behind Inland Lots Nos. 222 and 223.

THE NEW ROAD.

The new road from the back of Hunghom to Yau-mat is almost finished. It will, amongst other things, make a fine carriage-drive through King's Park. It is the finest road in the Colony, and is a credit alike to those who made it and to Kowloon. A line of telephone poles runs along the centre of the road. All the turf on the left, near the Barracks, has been laid.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

SINGAPORE DOCKS.

*LONDON, 4th January.

It is officially announced that the Straits Government is expropriating Tanjong Pagar Docks.

[We published a telegram from our Singapore correspondent on December 21st reporting that the Dock Company had received notice of this. Terms were to be mutually arranged.—Ed.]

MOUNT STEPHEN'S MUNICIPALITY.

*LONDON, 4th January.

Baron Mount Stephen has given a donation of £200,000 to the King's Hospital Fund.

[Baron Mount Stephen is the first baron of that title. He is a son of William Stephen, Esq. of Montreal, and was formerly president of the Canadian Pacific Railway. His home is at Quebec, but he has a town house and a place at Hatfield, Herts. He was created baron in 1891.—Ed.]

GENERAL-PRINCE MIRSKY RESIGNED.

*LONDON, 4th January.

Prince Sviatopolk-Mirsky, successor to the assassinated Von Plehve, has already resigned the post of Minister of the Interior. He is disappointed at the hollow nature of the "reform" promises of his Imperial master.

£5,000 COMPENSATION.

*LONDON, 4th January.

The British Treasury has offered Mr. Adolf Beck £5,000 as compensation for his wrongful imprisonment.

*Delivered on the 5th.

THE WAR.

BY COURTESY OF THE JAPANESE CONSUL, PORT ARTHUR'S SAD STATE.

20,000 SICK AND WOUNDED.

Tokyo, 4th January.

The Port Arthur Army reports that order was maintained in the town. The population is estimated at 10,000 civilians and 25,000 combatants, whereof 20,000 are sick and wounded. There are some provisions, but sanitary materials are exhausted. The Japanese are busy giving aid.

LATER.

General Nogi reports that Itsushan and other forts were delivered to us at 1.30 p.m. as guarantee of capitulation.

[REUTERS' SERVICE.]

THE RUSSIAN BALTIC FLEET.

LONDON, 3rd January.

Admiral Rozhdestvensky's squadron anchored yesterday at Santa Marie in Madagascar. All the ships are in excellent condition in spite of violent storms encountered after leaving the Cape.

THE FALL OF PORT ARTHUR.

LONDON, 3rd January.

There is a consensus of opinion in diplomatic circles that the fall of Port Arthur will only prove a fresh incentive to renew the struggle in the most vigorous manner; that Russia will not spare her efforts to recapture the fortress or compel submission indirectly; the only reservation is the internal condition of Russia, which is a dominant factor in the situation.

LATER.

All comments in Europe and America agree that the fall of Port Arthur concludes a military drama which for the valour and the achievement of the victors, and the heroism and devotion of the vanquished stands unparalleled in warfare. There is a consensus of opinion that the war will continue unabated. The fall of the fortress is not known to the public in St. Petersburg; hitherto it has only been known to the official world and restricted private circles.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following:—

On the 5th at 11.55 a.m. The barometer has risen slightly in Japan, but has fallen at all other stations, particularly in the interior of China.

Gradients are very slight on the eastern coast of China, the monsoon for the present being quite interrupted; light variable winds may be expected over the whole of that area. There is a moderate gradient to the southward and moderate E. to N.E. winds may be expected in the northern part of the China Sea.

Forecast:—Light E. winds, fine.

STEAM LAUNCH "WING LOI" IN COLLISION.

COXSAIN CHARGED WITH MANSLAUGHTER. A BRAVE DOCTOR.

At the Magistrate's yesterday morning Mr. H. H. J. Gompertz held an inquiry touching the death of a Chinese child, Fung Su, and a Chinese adult, Wong Tung Tsui, who met their deaths as the result of a collision between the steam launch *Wing Loi* and a sampan. The coxswain of the launch was indicted on a charge of manslaughter. Mr. Basil Taylor (Assistant Harbour Master) sat on the Bench with the Coroner. The jury empanelled were:—Messrs. A. R. Fullerton (foreman), A. F. Osmond and Thos. Blair. Mr. E. J. Grist (of Messrs. Wilkinson and Grist) represented the owners of the launch. The first witness was Dr. Macfarlane who, after making post-mortem examinations of the bodies, found the cause of death was due to asphyxia caused by drowning.

Dr. Forster, Assistant Health Officer of the port, said:—I was on duty in the harbour on the afternoon of 28th December last, and noticed that a collision had occurred between a launch and a sampan. On nearing the sampan I was told that two children were imprisoned underneath. By the time we arrived at the sampan I had my clothes off, and jumped into the water. I broke away part of the boat to get underneath. It was cracked in the collision. The children appeared to be wedged underneath by the woodwork. The younger child was tied to the elder's back. Eventually I got the two children on to my launch. On examination I found the younger was dead. The elder I eventually resuscitated. I also attended the first child picked out of the water. I then steamed back to the *Telemachus*, taking my two patients on board and leaving the dead child on the launch. I left the children in charge of the second officer and went on with my work.

[The Coroner reminded the jury, when giving their findings, that they might make some mention of the services of this witness. One child owed its life to the Doctor, and it was usual for the jury to make a recognition which could be sent through the proper channel to the Royal Humane Society.]

Fung Kim Tai, master of the sampan, said:—The collision occurred on the 28th December at about 3 p.m. I was at the stern of my boat when the steam launch *Wing Loi* ran her down. This was just off Jardine's wharf. I had been off to the s.s. *Haleith*. The *Wing Loi* was going in the same direction as I was. I saw her suddenly behind me. She was about three chungs away from my boat. I had not time to get out of her way. My boat was under sail and oar. The wind was blowing from north to south. When I saw the launch I let go my helm, my boat turned, and the launch struck her on the starboard side. There was another launch towing a cargo boat on my starboard side. I let go my helm to get out of the way of the launch coming behind. I did not alter my course on account of the launch in tow. When struck I had nine passengers on board; also my wife, myself and three children. I was steering when the boat was overturned. One of the passengers was drowned. The others were taken on board the *Wing Loi*. My wife scrambled on board the launch. My wife and myself worked the boat. I do not consider my neglect was to blame for the collision.

Walter Cyril Weston, late second officer of the s.s. *Telemachus*, said:—I was on the deck of my ship when the collision occurred. I did not see the collision. What attracted my attention was Dr. Forster stripping and getting into the water. Accompanied by another officer I went across in the ship's sampan. I saw the Doctor dive under the sampan to get the youngsters out. There was considerable risk to himself. I consider it was entirely due to his assistance that the children were saved. We had the children on the launch before the sampan was righted.

Hearing continues.

SUPREME COURT.

Thursday, 5th January.

IN APPELLATE JURISDICTION.

BEFORE SIR H. S. BAKERLEY (CHIEF JUSTICE) AND MR. T. SERCOMBE SMITH (PUNISHING JUDGE).

TANG TSU V. THE ATTORNEY-GENERAL.

The seventh day of the hearing of this appeal. As before, Messrs. M. W. Slade and H. G. Calthrop, instructed by Mr. J. Harston, appeared for the appellant; the Hon. E. H. Sharp, K.C., and Mr. H. E. Pollock, K.C., instructed by Mr. F. B. L. Bowley (Crown Solicitor), for the Attorney-General.

Mr. Slade again addressed the Court on behalf of the appellant all day. In his opening remarks, previous to discussing translations in detail, he said:—When we rose I was about to deal with a passage from the rules of the Board of Revenue, which as translated contains the only direction that has been put forward that reclamation shall be made within a certain time—that is the only passage laid down stating that there is a time-limit for reclamation. The first comment I make with regard to that rule—water fields must be brought under cultivation within six years; dry fields within ten years—is that in the original document no words for "must be" occur.

In the afternoon the case was adjourned.

"The path of trade which leads, who shall say where? To humble competence and low content; To wealth and wisdom or to wealth and care; To means hard earned, to be as loosely spent; But seldom to a higher goal than pain. And few on that road open a wider eye Than grasps the vision of the trader's self Or second self—kith, kin and progeny."

CORRESPONDENCE.

RE THE SAMPAN OUTRAGE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 5th January.

SIR,—I see in your issue of this morning that in the matter of a proposed reprieve of the boy prisoner through the favour of the Chinese community, you say the chief "argument" adduced is that as two lives only were lost, two hangings should suffice! This of course is not correct, and altogether opposed to English law, and common sense! The chief "argument," as you call it, is that, as the men have been condemned to death, and rightly so, for their reckless disregard of life, and the sentence will be carried out in a day or two, it simply remains with the Chinese community to show that they are capable of kindly feeling, and are not vindictive owing to more or less recent cases of evasion of justice in other ports.

Our Judge and Jury have shown them that the English law knows not the word "favour," but that rich and poor are served alike, and unless they choose to ask (and even then it might not be granted) for the life of the boy prisoner, the law will take its full course. Now it is not always pleasant to ask a favour, and in such a case as the present it may be doubly unpleasant, but it affords our Chinese friends an opportunity to prove their magnanimity. If they don't care to interest themselves by petitioning His Excellency the Governor, there is nothing more to be said and the boy will be hanged. Would our Chinese friends not feel better satisfied with themselves if they were instrumental in saving the life of this young boy, than if they allowed the law to take its course? It is not interference on their part at all. They, and only they, might get the boy's sentence commuted to penal servitude for life, a sufficiently hard sentence for being led into such a stupid reckless enterprise by older men. He would go into gaol a boy, and come out an old man almost, if he lived. If they allow the opportunity to pass, what can be thought of them! The influential men lead the lower orders. They are the representatives, and they surely have sufficient courage to act humanely. The lower orders would not have a voice at all in China, but here their representatives can surely be trusted to take the right course in such a case?

The Chinese will understand, of course, that the Europeans cannot petition the Governor—for obvious reasons—and His Excellency would only thank the Chinese petitioners, even if he did not see his way to accede to their request.

Yours sincerely, "THE EUROPEAN."

CHINESE EMIGRANTS TO AUSTRALIA.

ALLEGED CONSPIRACY.

The hearing of the case in which Wong Chuk Yau and Wong Tim were charged with (1) Defrauding one, Han Tim, of the sum of \$850; (2) and (3) Unlawfully attempting to defraud and deceive the China Navigation and Eastern and Australian S.S. Companies by obtaining from the said companies a passenger ticket for one, Han Yim, to enable him to personate one, Ah Wai, was continued, before Mr. H. H. J. Gompertz at the Police Court yesterday afternoon. Mr. F. B. L. Bowley, Crown Solicitor, instructed by Chief Detective Inspector Hanson, presented, and Mr. G. K. H. Brutton represented the first defendant, Wong Chuk Yau. The charge against Wong Chuk Yau, of attempting to forge an Australian Immigration certificate, was withdrawn.

The next witness called was Lau Kun Hing, Master of the Ying Fong Photographer's shop. He said:—I printed two prints from the negative produced. Wong Tim came and took them on the 10th December. I was paid 40 cents for them by Wong Tim. I was not paid \$1.40 as stated.

Cross-examined by Mr. Brutton: I did not tell the last witness that the price of the photographs was 40 cents. I told the second defendant when he came to take them. I did not tell him the price when he came to have the photographs taken. I did not print the photographs myself and could not say whether more than two prints were taken. The last witness came in while I was conversing with Wong Tim.

John William Hanson, Chief Detective Inspector, deposed:—On 20th ult. I went to No. 151, Coptham Road West. I had several Police officers with me, also the first witness, Han Tim, and his clansman, Han Sui. I went to Han Tim and his clansman upstairs and waited below. I had given them certain instructions. After five minutes Han Tim came down stairs and I followed him up. I went into a room where I saw the first defendant seated at a table. Han Sui was seated on the corner of a Chinese settee with something in his hand. A Detective Sergeant who was with me asked him "What are you doing here?" Han Sui answered "Trying to get a naturalisation paper." I took from Han Sui a naturalisation paper he was holding, also a photograph. As I took them from him he said:—These are what I am to use to go with. I turned round to the first defendant and asked if the photograph went on the back of the naturalisation paper. He said, "Yes." I asked the total amount required to reach "Kan Shan." Han Sui answered "850." The first defendant heard it. I searched him and found the key of a safe on his person. I found the safe in a cubicle on the third floor. I opened it, and found a lot of old naturalisation certificates, besides a sum of money. The papers referred to different parts of Australia, Canada and the Hawaiian Islands. There was also a miscellaneous lot of papers relating to emigration. While I was searching the papers the defendant said "These are old papers. Some were left with me by people who intend to return." I then took the first defendant to the Police Station, and arrested the second defendant on the 25th ult. When I arrested the second defendant he said he was in the employ of the first.

The case was remanded till Tuesday next, bail being allowed the first defendant in the sum of \$5,000, and the second in the sum of \$2,000.

CANTON.

[FROM OUR CORRESPONDENT]

4th January.

KWANGSI REBELLION QUIET.
It is reported that His Excellency Shum, the Viceroy of Canton, having successfully quelled the rebellion in Kwangsi will soon return to Canton. On account of the frequent robberies here it is desirable that he should come back to deal particularly with more important affairs. Such is the message wired to him by the Cantonese officials in Peking.

FARMING TAXES.

Chow Sui, Cheung and others of the wealthiest class in Canton having formed three companies under the names of Kung Yik, Po Leung, and Po On with a view to taking a monopoly of the various sundry taxes, have presented a petition to the Viceroy offering to pay to the Government fourteen millions five hundred and fifty thousand dollars for the privilege of taxing the people, and His Excellency the Viceroy Shum in rejecting such proposal, and in answer to the petition, says: "The amount the petitioners propose to the Government is really very great, and it is a great temptation; but the question is, whom is the money to come from? It must be robbed and squeezed from the people, which might cause a revolution, and which no civilized power would allow. For instance, the petitioners propose to tax the suitors the same as buying and selling wares in market. If we allow this, it would be letting loose hundreds and thousands of wolves and tigers in all the districts and towns of China to prey upon the people, which might bring on a revolution. As to taxing the brides and bridegrooms, concubines, and servant girls in China, we have no law that prohibits proper marriage, a husband from taking concubines, or buying or selling girls. For thousands of years our government have treated the people with indulgence and benevolence, and there should not be any special license or squeeze under these circumstances. As to taxing upon the prostitutes, brothels, and restaurants frequented by prostitutes, from the very ancient times I cannot find any law that imposes such taxes upon this class of people. They are earning a shameful livelihood. If we were to take such ill-gotten money from them it would be infamous. As to taxing the actors, we have already taxed them; if we tax them more, say 20 per cent. upon their earnings, they will not be satisfied. As to taxation upon all mortgages and sales of houses, fields, and lands, and charge the purchaser five per cent. upon the purchase money on stamped paper, and then one-tenth of four mace and four candareens on every hundred dollars upon change of new lease for every house annually, there being so many houses and lands in Kwang Tung, the amount would be too exorbitant, and the intermediary being in most cases gainer by the transaction, China would be in danger. Not long ago the people have had their old leases changed for new ones, and if we were to change them again it would lead to vexatious complaints, without end. As to taxation upon the joss-houses, ancestral temples, monasteries, and convents, they have been paying taxes for the maintenance of schools and colleges, and it would not be advisable to tax them more, because they are religious institutions. If we were to tax the public latrines, even the dirtiest of coolies would ridicule us. As to the taxation of boats, we have had enough trouble, and if we tax them again it would lead to another fresh disturbance and obstruction of business. As to the proposal of the petitioners to place a certain limit upon the number of shops and houses in Canton, and to compel them to register themselves yearly upon payment of ten taels for each house, it is an absurdity, for there is no law even in the Western countries to place restrictions upon commercial houses. Further, the petitioners promise to guarantee the shopkeepers and merchants against the blackmailing and attack of robbers, and in case there be any attack or robbery they will pay for the things lost. Is it not an absurdity? How much money have the petitioners to provide against such contingency? It is a slur upon our Government. As to taxation upon the gambling houses for the maintenance of police, we have already done so, and the opium dians have also contributed their mites monthly. As to the taxation upon houses, we have already done so; and it is improper to tax them twice over; and as to the employment of one thousand braves, seven hundred cavalry, and building four men-of-war for the protection of commerce, it is equally absurd, for it interferes with the policy of Government. As the people of Canton are already labouring under the burden of heavy taxation it would be a shame to tax them more. It seems that your main object is to gain money, and if you were allowed to have power over the army and navy, it would be dangerous to our Government. It is true that the Government treasury is empty, and I am exceedingly distressed to find it so; but I must not allow you this opportunity to rob the people. I have received instructions from our Imperial Government not to impose any small vexatious taxation. You belong to the same race, and are descended from the same ancestors, and whenever any one of you makes any such scandalous proposal to catch the people in the net for your benefit you are sure to incur my ire and be censured publicly. So, under these circumstances, I have ordered the Board of Reorganization to put up a notification to publicly censure the petitioners.

SEVERE TREATMENT OF SIMPLETON.

Five days ago a stupid kind of a man went straight into the reception room in the Viceroy's yamen, and the guards seeing him trespassing stopped him, and took him into the yamen of the Nam Hoi Magistrate. At the trial for

trespass the Weiyun asked him a few questions and he stood mute. The former ordered him to be bamboozed two hundred blows on the 'reeches and then he said his surname was Shum (same surname as the Viceroy). Asked again what province he belonged to, he said Kwangsi. Why he went into the Viceroy's yamen, he said he was looking for a countryman. Who was his countryman he did not answer. Thereupon the Weiyun again ordered him to be flogged several hundred blows, and put him in goal.

ECONOMICAL CONVERSIONS.

A Japanese Buddhist priest was preaching sometimes in the streets and sometimes in joss-houses, attracting a large audience, and had gained over many converts. Of late on account of the Chinese officials compelling the joss-houses, monasteries, and convents to pay taxes for the keeping of schools and colleges where pupils are taught in English and Chinese, a great number of priests have changed their religion, and joined that of Japan for protection.

TO CANE THE SCHOOLMASTER.

A certain Chinese by name Charles Wong, who has been to America, wears European dress, and has his queue cut off, is a teacher of English in several schools in Canton. One day, as he was passing along in a mountain chair, the provincial governor had to pass too in a long train in an opposite direction. As customary whenever a high official passes, the pedestrians have to stop and stand by until the procession passes, and then they walk on; if anyone rushes on towards the procession it is called Chwang Tao, and he may be arrested and punished by bamboozing on the breeches. But in the present instance Charles did not stop his chair to let the gubernatorial procession pass, but went on in a "care for nobody" style. The governor being offended sent to ask who he was, and on learning that he was a schoolmaster by the uniform of his chair coolies, went back to his school, and next day sent an order to have him arrested and bamboozed, because he was obstructing the official way. When Charles knew it, he ran away from Canton.

THE TRAMS.

The Chinese are learning to keep out of the way of the trams now, and there is less danger from the alarm gongs. Considerable improvement is noticeable all round.

A regular service of cars to the Race Course has commenced, a pointman being stationed at the junction near the Bowring Canal to direct the cars off the main line. The cars return via Observation Place.

It seems a pity that a few special cars do not run right through from Hongkong to the Shaikwan terminus, so as to give tourists a chance to see the whole route without changing at Causeway Bay. This is a very great inconvenience, particularly to strangers who cannot make themselves understood by Chinese. They have to alight at Causeway Bay and to wait perhaps ten or twenty minutes before there is a car to take them on.

A SAIL TO CANTON.

The cruising yacht *La Cigale* returned from Canton yesterday morning. She left Hongkong on New Year's Eve, with Messrs. E. M. Hazeland (the owner), M. McIver, J. Reidie and E. F. Gibson on board. A pleasant breeze carried them over the water to Shekwan, which was reached at about nine o'clock that night, when the yacht was anchored. The journey was resumed at about half-past one in the morning, New Year's Day. There was a fair amount of wind as far as Tiger Island (Blake Light), but then it died away and left them almost at the mercy of the tide. Canton was reached at noon on Monday, the yacht having made an approach by the back reach.

The party visited the native city, and saw the great fire. *La Cigale's* prow was pointed homeward on Tuesday morning shortly before eleven o'clock. There being no wind a launch gave them a tow as far as Whampoa. Thence to Hongkong it was done by working the tides—anchoring when they were adverse and letting the boat drift when favourable. Some of the party, while the craft was at a standstill, went in search of snipe and quail in the paddy fields near Amlhurst Light. It is said they got a big bag, and that "many other birds fell in the water." Looking much the better for the outing the sportsmen reached Hongkong early yesterday morning.

HOW THE JAPANESE FIGHT SHIPPING CHARGES.

It may interest English cotton-spinners to know that those very practical people the Japanese have already found a satisfactory solution of the problem which is still exercising ourselves, namely, the cheapening of the transport of raw cotton supplies and the control of the shipments by the spinners. Some half a million bales of Indian cotton are annually imported to Japan from Bombay for the use of the Japanese mills, and this cotton used to be shipped on the best terms as to sea freight which each individual shipper could make for himself. The consequence was that the P. and O. line were able to charge as much as 40s. per ton freight. The Japanese importers therefore combined, and through the Japanese Cotton Spinners' Association invited tenders for the carriage of the whole of their imports from Bombay to Japan. The contract was taken by the Nippon Yusen Kaisha (Japanese Mail Steamship Company) at one-third of the rate formerly paid, or 13s. 4d. per ton, on condition that the traffic was confined to that line. This contract has been successfully carried out, and the arrangement with the Japanese Mail Steamship Company other lines of steamers, namely, the P. and O., the Florio Eubatie Company, and the Austrian Lloyd, share in the traffic. The Japanese Cotton Spinners' Association has for the past four years had an agent at Bombay who supervises the shipment of the cotton and allocates it amongst the various steamship lines. This agent, Mr. M. K. Tatsu, is at present in Manchester, making a study of the conditions of the Lancashire cotton industry.—*British Trade Review*.

CORINTHIAN YACHT CLUB.

A general meeting of the Hongkong Corinthian Yacht Club was held at Glenale Building yesterday afternoon. There were present Dr. F. Clark (president), and Messrs. E. M. Hazeland, M. McIver, F. Howell, A. W. Hill, W. H. Donald, P. T. Lambie, H. Gidley, E. F. Gibson, J. Hand, W. Davidson and J. Reidie (Secretary).

THE RULES.

The general rules of the Club were as follows:—

1. The Club shall be called The Hongkong Corinthian Yacht Club.
2. The Officers of the Club shall be a Commodore, a Vice-Commodore, a Treasurer, a Secretary, an Official Measurer, and four boat-owning members who shall form a Committee to manage the affairs of the Club. The Commodore shall be Chairman of the Committee and three members of the Committee shall form a quorum. In the event of an equality of votes, the Chairman shall have a casting vote.
3. The Officers of the Club shall be elected at an annual general meeting to be held in October of each year, and shall hold office until the next succeeding annual general meeting.
4. Candidates for election as members shall be proposed and seconded by members of the Club, and shall be elected by ballot at a meeting of the Committee convened for the purpose. Two black balls shall exclude.
5. The Club shall have power to expel any member by ballot at a general meeting to be specially called for the purpose.
6. Members shall pay an annual subscription of 5s which shall be payable in advance on 1st of October of each year. Any member absent from the Club for twelve consecutive months shall not be required to pay subscription for that year. If the subscription of any member shall be in arrears for a period exceeding six months his name shall be removed by the Committee from the list of members, but may be restored at the option of the Committee on payment of all arrears of subscription. No member whose subscription is in arrears shall be entitled to receive any prize or to vote at any meeting of the Club.
7. Boat-owning members shall be further required to pay a registration fee of 5s in return for which they shall receive, on 'first entering,' a Club burgee and a certificate of rating signed by the Official Measurer and by the Secretary. Every such certificate shall specify:—Length on L. W. L., extreme beam, girth, sail area, weight of keel, number of crew, inside ballast (weight of and position of). The expense of hauling up boats for the purpose of these measurements shall be borne by the owner.
8. No boat shall be permitted to enter any race until a certificate of rating has been issued in accordance with the foregoing rule.
9. A boat owner may call for any boat to be remeasured, but should the measurements be found in the opinion of the Committee to be materially altered from those on the certificate, the aforesaid boat owner shall pay a fine of 5s to the Club fund, and also the cost of hauling up the boat for the purpose.
10. The boats owned by members (if the Club shall be divided into two classes—One-design Class and a Cruiser Class. The present One-design Class shall hold good until March 31st, 1909, and there shall be no time allowance between the boats built for this class. The Cruiser Class shall be raced separately from the One-design Class, and shall for this purpose be handicapped on their merits by the Committee. Such handicaps may be altered from time to time at the discretion of the Committee.
11. The hull of the One-design Class shall be built to the plan which has been signed by the Commodore and the Official Measurer, and endorsed as such, and such duly signed plan shall remain in the custody of the Secretary. Any member of the Club may inspect the same and may have copies made at his own expense.
12. There shall be no restrictions as to the design of the sail in the One-design Class, but the total sail area shall not exceed 250 square feet. Inside ballast may not exceed 2 cwt. and the weight of the keel shall not exceed 340 lbs. The owners will inform the Official Measurer when the keel is cast and ready for weighing. The thickness of centre board shall not exceed 5/16 inch.
13. The rudder shall not be dropped lower than the level of the keel and the rudder plate shall not exceed 5-16 inch in thickness nor one and a half square feet in area.
14. Two members of Committee shall be appointed to inspect boats during construction.
15. No boat in the One-design Class shall be raced with a greater crew on board than three persons.
16. Every boat entered for a race shall be the bona-fide property of a member of the Club, and shall be steered by a member of the Club.
17. Each boat while racing shall carry at its mainmasthead a rectangular distinguishing flag 9 by 6 in., which shall not be hoisted down unless she gives up the race.
18. Each boat shall be given a registered number and such number be carried on each side of the mainmast at a distance of 15 feet above deck and four feet from mast measured at right angles, and 12 inches in length. Should any boat cross the line before the signal for the start has been made her registered number will be displayed as soon as possible and will be kept flying until she has recrossed the line or given up the race.
19. Every yacht shall carry at least 3 life buoys on deck or in cockpit ready for use.
20. Every alteration in hull, sails or spars shall be reported by the owner to the Secretary immediately such alteration has been made, and no boat shall be in any race subsequent to such alteration until she has been remeasured by the Official Measurer.

21. All protest, disputes and other matters relating to the sailing of any Club race shall be decided by the Committee, whose decision shall be final.

22. No alteration of these rules shall be made except at a general meeting convened for the purpose.

RACING RULES.

The racing rules were the same in effect as those of all Yacht Clubs.
Rule No. 2 read as follows:—No paid hand shall join or leave a yacht after the first gun has been fired, or the *Blas Peter* hoisted except in case of accident or injury to any person on board. There shall be no restriction as to friends working.

The last (No. 20) rule provided that should a flagrant breach or infringement of any of the rules be proved against the owner of a yacht, or against the owner's representative or amateur helmsman, such owner, his representative, or amateur helmsman may be disqualified by the Committee for any time the Committee may think fit from sailing the yacht in any race held under the rules of the Club; and should a flagrant breach of these rules be proved against any sailing master he may be disqualified by the Committee for such time as the Committee may think fit, from sailing in any race held under the rules of the Club.

Mr. DAVIDSON proposed that the rules as drafted by the Committee be adopted.

Mr. HILL seconded the proposition, which was agreed to.

OPENING CRUISE AND RACE.

The PRESIDENT stated that the opening cruise would be on the 14th instant at 2 o'clock; the first race would start at 12 o'clock on the 15th. Seven races had already been arranged in the one-design class, and it was hoped that races would also be arranged in the cruiser class. The committee suggested that the Club flag should be hoisted in the one-design class at 11.45, the first gathering should be at 11.55, and the start at noon. The races not to exceed eight miles; any cruiser races would start about a quarter of an hour after the one-design races.

GARRISON ORDERS.

HEAD QUARTERS.

Hongkong, January 5, 1905.

GARRISON ORDERS—Equipment—No. 1. The following copy of War Office letter is published for information:—

"With reference to Army Order 29 (Paragraph 7), 1904, I am commanded to inform you that the great coat may be carried rolled on the waist-belt when the valise is not worn, at your discretion by units in possession of 1-83 pattern valise equipment."

W. O. Letter 54/ Gen. No. 9485 (Q.M.G.S.A.) dated 4th July, 1904.

Equipment—No. 2. The following copy of War Office letter is published for information:—
"I am directed to forward the accompanying copy of War Office letter 54/ Gen. No. 9485 of the 4th July last, authorizing the carriage of great coats on the waist-belt by units in possession of 1883 pattern valise equipment at Home stations, and to say that its provisions may be regarded as applicable to troops serving in your command."

W. O. Letter 54/ Gen. No. 9639 (Q.M.G.S.A.) dated 21st Nov., 1904.

Artillery Training—No. 3. The following copy of War Office letter is published for information:—

"I am directed to inform you that pending the issue of the revised edition of 'Field Artillery Training' no deviation will be made from the instructions contained in the 1902 edition at present in use."

W. O. Letter 47/92 (M.T. 2); dated 18th Nov., 1904.

Leave (Officers)—The following copy of War Office letter is published for information:—
"I am commanded by the Army Council to inform you that many instances have lately occurred whereby officers after being placed under orders to embark for India, have obtained various periods of leave from the authorities in that country, and the date of their embarkation has, in consequence, been delayed."

"2.—I am now to inform you that it has been decided that any officer who obtains leave from the authorities in India after being placed under orders to embark, will, in consequence, forfeit all claim to passage or passage allowances."

"3.—I am accordingly to request that the ruling contained in these instructions may be published in Command, District and Regimental Orders, in order that any further misunderstanding may be avoided."

W. O. Letter 120 India 5472 (Q.M.G. 2) dated 24th Nov., 1904.

Annual Course—No. 5. 83rd Company Royal Garrison Artillery will carry out annual course of training at Lyman from the 16th January to the 18th February.

Leave—No. 6. Leave of absence on private affairs to the neighbouring countries has been granted to Captain E. C. M. Fitzwilliams, Army Service Corps, from 8th January to 5th February, 1905.

Ranges—No. 7. The "B" Range, King's Park, Kowloon, will be handed over by the 93rd Burma Infantry to the 2nd Royal West Kent Regiment at 10.30 a.m. on the 16th January, 1905. A representative of the Royal Engineers will attend. (ii) Firing will take place daily on the "A" Range, King's Park, Kowloon, from 1 p.m. to 2 p.m. from the 7th instant inclusive under arrangements made by the Commandant Russian Camp.

By Order.
A. A. CHICKSTER, Major,
Chief Staff Officer.

KODAK

FILMS

& ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AN CHEE).

Hongkong, 27th December, 1904.

CONTRABAND TRADE WITH RUSSIA AND JAPAN.

Japanese comments on the sales by British traders of coal to Russia, or to intermediaries acting on behalf of Russia, are received here with some surprise. They give one side only of the picture, and are likely to mislead those who have not followed daily for nearly ten months the contraband trade between this country and Russia and Japan. British traders have been strictly impartial; they have sold their wares indifferently both to Russia and to Japan, and of the two Japan, has been considerably the larger customer for contraband goods.

Sales of coal to Russia may be considered under three heads:—(1) coal shipped direct to Vladivostok; (2) coal sold to Germans, and by them used for the Baltic Fleet; and (3) direct shipments by British shipowners for coaling the Baltic Fleet. The bulk of the coal sold to Russia is a business not in itself unlawful; it is carried on subject to the risk of capture and confiscation. Japan can confiscate those cargoes if she is able to intercept them; if she cannot, it is not our business to help her. It may be argued that coal should not have been sold to the German steamers who obviously intended to supply the Baltic Fleet, and it is admittedly illegal for British shipowners to carry coal direct to Russian war vessels. But it should also be remembered that the sales of coal directly for the Baltic Fleet bear a small proportion to all that other coal which has for months past been going out to Vladivostok. Now for the complaints were the other way about, and the Continental Press maintained that the British and American contraband trade with Japan was enabling her to carry on the war. Russia was being able to stop the trade in the only permissible way—by capture—grumbled just as Japan appears to be grumbling now. British traders and shipowners have poured coal into Japan. They have sent her guns, ammunition, sections of torpedo-boats, blankets and army clothing, rails, and many more munitions of war. The war orders for heavy woollen goods, most of them on Japanese account, are estimated by a Correspondent this morning (Nov. 28) in the *Times* Financial and Commercial Supplement at £1,500,000. This estimate is probably within the mark. Nine or ten steamers have gone to Japan, packed with guns and ammunition, and the total value of these cargoes is not much under £2,000,000. Almost every steamer which has sailed from Europe for Japan during the past nine months has carried contraband goods supplied by British traders. Those who know the facts, and the facts are forced before one every day in this market, recognize that it is Japan, far more than Russia, which has gained through the willingness of British shippers to undertake the risk of contraband trade. And from the first week of the war Japan has had the enormous advantage of being asked to pay insurance rates against war risks less than one-tenth of those charged against Russia.

It was hardly expected, even by the most sanguine underwriters, that the British steamer *Chettienham* would escape confiscation. While, no doubt, a technical case could be made out for her, she was to plain people about as clear a contraband trader as any steamer could be. The loss to war risk underwriters on hull, freight, and cargo is about £80,000.—*Times*.

COAL FOR BELLIGERENTS.

FOREIGN OFFICE ACTION.

The authorities at Cardiff received instructions from the British Foreign Office to prohibit the German steamer *Captain W. Menzell* from taking a cargo of coal from Cardiff. The vessel had on board some four hundred tons of coal, a portion of which was discharged. Action was taken under the Foreign Enlistment Act, the Government having received proof of a previous cargo taken from Cardiff having been delivered to the Russian Fleet at sea. They regard the *Captain W. Menzell* as a store-ship and an integral part of the Russian Fleet. The question of contraband was not involved, and shipments to Japan and Russia direct, when coal is not delivered to warships, is not affected. It is understood that the British and German Governments were conferring to prevent the coaling of the Russian Fleet by German ships.

The Central News says that the Foreign Office issued fresh instructions to the authorities at Cardiff, Liverpool, Newcastle, and other ports to exercise extra vigilance and precautions over all vessels leaving the ports—British or foreign.

WIND MOTORS FOR CHINA.

In his report for the year 1903, H.M. Consul at Amoy wrote:—

"The usual number of circulars and catalogues have been received with letters of enquiry respecting all sorts of impossible articles of import, for which there is only a very limited or no demand at all here. There never can be any possible demand at this port for wool washing or wool sorting machinery, and there is little prospect of any great demand for vertical and horizontal engines or other expensive steam machinery. In one direction, however, that of wind motors, there might possibly be a chance. Water wheels are fairly common in China, but windmills are practically unknown, though China is by no means a windless country such as Burma is in many parts. Simple wind motors costing little and easy to erect could well be used for many purposes where cheap power is required, especially for pumping and general irrigation work, and once introduced their simplicity and comparative cheapness would appeal to the native mind, and probably pave the way for the introduction of other machinery."

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Siberia*, with mails, &c., from San Francisco to the 17th inst. via Honolulu, leaves Yokohama for this port via Kobe, &c., this morning, and is due here on the 14th inst.

The M.M. steamer *Ernest Simons*, with the next French mail, left Singapore on the 5th inst. at 3 p.m., for this port via Saigon. The *Bra Lin* steamer *Denbighshire*, from Antwerp and London, left Singapore on the 1st inst. for this port.

The Glen Line steamer *Glenroy*, from London, &c., left Singapore this morning, and may be expected here on the 11th inst.
The C.P.R. steamer *Empress of Japan* arrived at Vancouver on Wednesday, the 4th inst. at 2.30 p.m.
The P. & O. steamer *Palma* left Singapore for this port on the 4th inst. at 11 p.m.
The Shire Line steamer *Denbighshire*, from London, &c., left Singapore on the 4th inst. p.m., and is due here on the 11th inst.

TRADE MARK.
TELEPHONE No. 185.

HIGH EXCHANGE

OUR PRICES OF

WINES

AND

SPIRITS

HAVE BEEN

REDUCED

SEE OUR LATEST

PRICE LIST.

H. PRICE & CO.

12, OPEN'S ROAD, CENTRAL. 40

ROBINSON PIANO Co. LD.

INVITE INSPECTION OF THEIR

PERSONALLY SELECTED

NEW ART MODELS

OF

PIANOS

BY THE BEST

ENGLISH AND

CONTINENTAL

MAKERS AND

THEIR OWN MAKE

BEST VALUE OBTAINABLE.

FULLY

GUARANTEED.

CASH OR CREDIT

Hongkong, 5th January, 1905. (2150)

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central.

Hongkong, 10th October, 1904.

58

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telegraphic Address: Press, Codes: A.B.C., 5th Ed.
P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

NOTICE.
THE IMPERIAL BANK OF CHINA.
I HAVE THIS DAY RESUMED CHARGE of the Hongkong Branch.
E. W. RUTTER, Manager.
Hongkong, 6th January, 1904. 168

NOTICE.
THE INTEREST AND RESPONSIBILITY of the late JAMES PARK WINGATE (Deceased), in our Firm Ceased on 31st December, 1904.
TAIT & CO.
Amoy, 1st January, 1905. 169

NOTICE.
THE MEETING OF THE KOWLOON PIGEON CLUB advertised for the 4th has been POSTPONED till WEDNESDAY NEXT, the 11th inst., when it will be held at the KOWLOON HOTEL, at 9 P.M.
All interested in Pigeons are invited. Particulars will be published after the meeting.
R. DAVID, Hon. Secretary.
Hongkong, 5th January, 1905. 170

NOTICE.
FROM 1st January, 1905, we have CEASED to be AGENTS for the above Company.
SHEWAN, TOMES & CO.
Hongkong, 6th January, 1905. 171

TO LET.
IN UPPER LEVEL, Good Locality, with a Dressing-room and Bath-room adjoining, suitable for a Bachelor. Use of Gas and Latch-key. Can enter into arrangements if required.
J. C. Care of Daily Press Office.
Hongkong, 6th January, 1905. 172

IN das dieselige Handelsregister ist zu der Firma WILHELM LAY & CO. eingetragen worden:
Don Kaufmann THEODOR GRUPE in Canton ist Prokurist erteilt worden.
Canton, den 18. December 1904.
173 DER KAISERLICH DEUTSCHE KONSUL, Suit No. 10 of 1904.

IN THE HIGH COURT OF JUDICATURE AT FORT WILLIAM IN BENGAL. MATRIMONIAL JURISDICTION.
ADA JENKINS residing at No. 63, Ripon Street in the Town of Calcutta, Petitioner.
And
WILLIAM WALTER JENKINS who last resided at the Sailors Home in Strand Road in the Town of Calcutta and whose present address is unknown Master Mariner, Respondent.

TO WILLIAM WALTER JENKINS the Respondent above named.
Whereas ADA JENKINS the Petitioner above named claiming to have been lawfully married to you the said Respondent has filed her Petition in this Court wherein she alleges that you the said Respondent have cruelly treated her and have committed adultery with a woman of the town whose name is unknown to the petitioner and prays for dissolution of the said marriage for custody of the child and for costs of this suit and for such further and other relief as the Court may think fit. You are hereby summoned to appear before this Court at or before the expiration of 3 calendar months from the latest date of publication of this notice in the following newspapers that is to say the "Shipping and Mercantile Gazette" and "Lloyd's List" published in London and in the "Hongkong and Shanghai Gazette" published at Hongkong at the hour of Eleven o'clock in the forenoon of the day immediately following expiration of such time in person then and there to make answer to the said Petition and you must be prepared to produce all your witnesses on that day. And you are hereby required to take notice that in default of your appearance on the said day before mentioned the matter of the said Petition will be heard and determined in your absence and you will bring with you any document on which you intend to rely in support of your defence.
Dated the 8th day of December, 1904.
LESLIE & HINDS, Solicitors.
W. V. FINE, Registrar.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on
MONDAY, the 9th JANUARY, 1905, at 2.45 P.M., at No. 8, CAMERON TERRACE, Kowloon, A QUANTITY OF HOUSEHOLD FURNITURE (Particulars from Catalogue).
TERMS—Cash on delivery.
GEO. P. LAMBERT, Auctioneer.
Hongkong, 6th January, 1905. 175

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"DENBIGHSHIRE"
Captain W. A. Evans, will be despatched for the above ports on or about SATURDAY, the 14th inst.
This steamer has superior accommodation for passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 6th January, 1905. 177

FOR NEW YORK.
THE Steamship
"CROYDON,"
will be despatched for the above port on or about SATURDAY, the 14th inst.
For Freight, apply to
ARNOLD, KARBURG & CO., Agents.
Hongkong, 6th January, 1905. 178

NEW ADVERTISEMENTS

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.
THE Company's Steamship

"HATCHING,"
Captain Hodgins, will be despatched for the above ports TO-MORROW, the 7th inst., at 4 P.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO., General Managers.
Hongkong, 6th January, 1905. 176

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "TREMONT,"
FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the discharge of the vessel.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD., Agents.
Hongkong, 5th January, 1905. 17

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship
"BAYERN,"
OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 o'clock this afternoon, the 5th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 11th inst., at 9.30 A.M.
All Claims must reach us before the 16th January, 1905, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 5th January, 1905. 15

HONGKONG JOCKEY CLUB.

NOTICE.
THE date of the Closing of Entries for the FORTHCOMING RACE MEETING is POSTPONED until SATURDAY, the 14th January, 1905.
By Order,
T. F. HOUGH, Clerk of the Course.
Hongkong, 30th December, 1904. 111

GOVERNMENT NOTIFICATION.

TENDERS FOR SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn out 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on the 8th January, 1905.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.
F. H. HAYNES, H.M. Treasury Chest Officer.
His Majesty's Treasury Office, Fletcher Street.
Hongkong, 5th January, 1905. 160

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

Pinewood Battery on 9th and 11th January, 1905, in a North-Westerly direction, at ranges from 2,000 to 6,000 yards.

Salween and Pak-shu-wan Batteries on 13th January, 1905, in direction of the entrance to Junk Bay, at ranges from 2,000 to 6,000 yards, and 600 to 4,000 yards, respectively.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

Practice will commence on 9th and 11th at 9 a.m., and on 13th at 9.30 a.m., and finish at 11 a.m., if the range is clear. Practice from Pak-shu-wan will commence on the conclusion of that from Salween.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N., Harbour Department, &c.
Hongkong, 29th December, 1904. 122

SIEN TING.

SURGEON DENTIST.
No. 10, DAGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. 1222

A. LING & CO., FURNITURE STORE.

PLATED GLASS AND CROCKERY WARE, &c., &c., and FOOHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. 12276

INTIMATIONS

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT

BY THE BAND OF
H. I. G. M. S. "FUERST BISMARCK."

MONDAY, 9th JANUARY, AT 9 P.M.

Booking at the ROBINSON PIANO COMPANY, LD.

PROGRAMME.

Part I.

1.—Overture—"La Puppe de Nuremberg" Adam.

2.—Dance of Bajadere "Teramora" Rabinstein.

3.—Zug der Frauen "Lohengrin" Wagner.

4.—a. Entre-act. "Pfeiferkonig" Mansfeld.

b. Flirtation. String-Quartet. Stech.

5.—Fantasia "Margarethe" Gounod.

Part II.

6.—Overture—"Mignon" Thomas.

7.—a. Potpourri "Gilliet." b. Blumengartner.

(String-Quartet).

8.—Grand Fantasia "Walkure" Wagner.

9.—"Highlands Laddie" and "British Grenadiers." Two old English marches.

Hongkong, 4th January, 1905. 144

AT THE CATHOLIC UNION, GLENDALE.

GRAND CHRISTMAS Pantomime.

LI BABA, or the FORTY THIEVES.

In Aid of Funds to provide Xmas Treats to 700 Poor Children and 200 Poor Old People.

Dates of Performance. Price of Admission.

FRIDAY, Jan. 6, 9 P.M. \$1

SATURDAY, Jan. 7, 5 & 1 children 50c.

Tickets can be had at the above address, where the plans of seats are on view.

Hongkong, 21st December, 1904. 2953

HONGKONG HOCKEY CHALLENGE CUP.

ENTRIES for the above CLOSE on the 12th inst. Names of intending teams, together with \$10 entrance fee, must be sent on or before that date to

T. C. GRAY, Hon. Secretary, Care of Hongkong Club.

Hongkong, 5th January, 1905. 159

WANTED.

AN ASSISTANT MISTRESS for the Victoria British School.

Application should be made to the Inspector of Schools.

Hongkong, 2nd January, 1904. 181

WANTED.

AT ONCE, a First-class HOUSE of Five or Six Rooms. Good Location. Willing to pay \$200 for suitable place.

Apply to—
M. Care of Daily Press Office.
Hongkong, 2nd December, 1904. 104

SITUATION WANTED.

YOUNG COMPETENT ACCOUNTANT. Six Years' Eastern experience, good knowledge of Shipping, Insurance, &c., requires Permanent Position. Highest remuneration and bond if necessary.

"POSITION." Care of Daily Press Office.
Hongkong, 24th December, 1904. 107

SITUATION WANTED.

ENGLISHMAN, (33) just from home. Requires Situation, Six Years' London Office. Thorough knowledge BOOKKEEPING, SHORTHAND, TYPEWRITING, Commercial Correspondence and Office Routine generally. First-class references.

BOX 550. Care of Daily Press Office.
Hongkong, 30th December, 1904. 3020

DOCTOR WANTED.

FOR EMIGRANT STEAMER.

Apply to—
S. A. L. A., Care of Daily Press Office.
Hongkong, 31st December, 1901. 112

SITUATION WANTED.

BY Japanese Young Woman, situation as HOUSE MAID or as GENERAL SERVANT.

Apply by letter to—
M. Care of Daily Press Office.
Hongkong, 5th January, 1905. 150

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
TO-MORROW (SATURDAY), the 7th JANUARY, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A CHOICE COLLECTION OF JAPANESE CURIOS, comprising—
HANDSOME MAKUZU VASES, OLD GOLD SATSUMA, FINE SILVER CLOISONNE, OLD BRONZES, IVORIES, INLAID PANELS and EMBROIDERED SCREENS; &c., &c., &c.

TERMS OF SALE—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, 5th January, 1905. 161

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, on
TO-MORROW (SATURDAY), the 7th JANUARY, 1905, at 2.30 P.M., at his SALES ROOMS, Duddell Street, A COLLECTION OF JAPANESE CURIOS, comprising—
SATSUMA and IMADU VASES and BOWLS, LACQUERED CABINETS, ALBUMS and PANELS, LEATHER PURSES, CLOISONNES, SILK EMBROIDERED BLOUSES, BED SPREADS and SCREENS and Various other CURIOS, &c., &c., &c.

TERMS—Cash on delivery.
On View from Friday, the 6th January. Catalogues will be issued.
GEO. P. LAMBERT, Auctioneer.
Hongkong, 4th January, 1905. 146

PUBLIC COMPANIES

WO SHUN STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Wo Shun Steamboat Company, Limited, will be held at the REGISTERED OFFICE of the Company, No. 138, Connaught Road, Victoria, Hongkong, on MONDAY, the 9th day of January, 1905, at 2 o'clock in the Afternoon, when the subject of the resolution which was passed at the Extraordinary General Meeting held on the 22nd day of December, 1904, will be submitted for confirmation as a special resolution.

RESOLUTION.
That the capital of the Company be increased to \$140,000 by the creation of 900 new shares of \$100 each.

By Order of the Board.
HUNG HING CHUN, Manager.

Dated 30th December, 1904. 3025

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 3rd January, 1905, at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st November, 1904. 97

A. S. WATSON & CO., LIMITED.

ESTABLISHED 1841.
AERATED WATER MANUFACTURERS.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to
A. S. WATSON & CO., LIMITED, Aerated Water Manufactory, Des Voeux Road Central.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water ... \$1.70

Soda Water in Bombay Bottles 1.80

Potash Seltzer and B.P. Soda 1.80

Lemonade ... 1.80

Tonic Water ... 1.80

Lithia Water ... 1.80

Ginger Ale ... 1.80

Lemon Squash ... 1.80

Raspberry ... 1.80

Stone Ginger Beer ... 1.80

Hongkong, 28th December, 1904. 108

THE VICTORIA DISPENSARY.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to
THE VICTORIA DISPENSARY.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water ... \$1.70

Soda Water in Bombay Bottles 1.80

Potash Seltzer and B.P. Soda 1.80

Lemonade ... 1.80

Tonic Water ... 1.80

Lithia Water ... 1.80

Ginger Ale ... 1.80

Lemon Squash ... 1.80

Raspberry ... 1.80

Stone Ginger Beer ... 1.80

Hongkong, 28th December, 1904. 109

WATKINS, LIMITED.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to
WATKINS, LIMITED.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water ... \$1.70

Soda Water in Bombay Bottles 1.80

Potash Seltzer and B.P. Soda 1.80

Lemonade ... 1.80

Tonic Water ... 1.80

Lithia Water ... 1.80

Ginger Ale ... 1.80

Lemon Squash ... 1.80

Raspberry ... 1.80

Stone Ginger Beer ... 1.80

Hongkong, 28th December, 1904. 110

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904. 12265

"TANG YUEN"

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—
MANAGERESS, Macdonnell Road, or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. 151

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,
2, Padders Hill.
Hongkong, 1st January, 1902.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy each.

Hongkong, 22nd December, 1903.

NOTICES OF FIRMS

NOTICE.

THE BUSINESS heretofore carried on in Hongkong under the name or style of TURNER & CO., has been transferred to Messrs. GIBB, LIVINGSTON & CO., by whom the same will be carried on in future under their own name.

TURNER & CO.
Hongkong, 2nd January, 1905. 128

NOTICE.

THE Interest and Responsibility of Mr. ROBERT KENNAWAY LEIGH in our Firm Ceased on 31st December, 1904.

LEIGH & ORANGE.
Hongkong, 1st January, 1905. 125

NOTICE.

GREGOR & CO., WINE AND SPIRIT MERCHANTS.

HONGKONG.

CLARETS.

VIN ORDINAIRE, MEDOC, ST. EMILION	Per Case Quarts \$ 6.00
MARGAUX ST. JULIEN, ST. ESTEPHE	" " " 8.50
CHATEAU LEOVILLE	" " " 13.30
CHATEAU LAROSE	" " " 14.40
MARGAUX SUPERIEUR	" " " 27.00
CHATEAU PONTET CANET	" " " 40.50
CHATEAU LAROSE SUPERIEUR	" " " 45.00
CHATEAU MOUTON ROTHCHILD	" " " 45.00
CHATEAU LA FITE	" " " 45.00
SPECIALY RECOMMENDED:	
CHATEAU LA TOUR MARCEAU	" " " 9.00
(A Fine Full Flavoured Claret)	
CHATEAU HAUT VIGNEAU	" " " 18.00
(A Splendid after Dinner Wine)	

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers, as compared to bottling done in China by Chinamen at the service of European Firms.

TO LET.

AT East Point, a NEW BRICK-BUILT TWO STORIED GODOWN with Water Frontage.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 26th November, 1904. [18]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House), also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheap if the whole is taken on a long lease.
SEVEN EUROPEAN HOUSES, late J. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floor and Top Floor with Godowns can be let separately on leases.
Apply to—
CHUNG SHUN KO, 12 & 14, Queen's Road Central.
Hongkong, 24th December, 1904. [12]

TO LET.

EYRIE Unfurnished, to let in about 2 months. Newly repaired, Painted and Coloured.
No. 7, BELLIS TERRACE, 1st Row.
No. 31, " 3rd Row.
Nos. 11 & 14, " 2nd Row.
BEACONSFIELD ARCADE, No. 14, 1st Floor.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.
Apply to—
Linstead & Davis.
Hongkong, 12th December, 1904. [19]

TO LET.

ONE FURNISHED BEDROOM, in Des Vaux Road, Central position, Light and Airy. Or can be let as an Office.
Apply to—
Care of Daily Press Office.
Hongkong, 31st December, 1904. [95]

TO LET.

NO. 1, RIFON TERRACE.
A HOUSE in WONG-NEL-CHONG ROAD, facing Race-course.
PLATS in MORTON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLANK PIER).
GODOWNS, PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [18]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [61]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd November, 1904. [183]

TO LET.

TWO ROOMS, with Verandah and Bath Rooms, on the 1st Floor of College Chambers (No. 31, Wyndham Street).
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 30th December, 1904. [302]

TO LET.

A 3-STORIED HOUSE, in Elgin Street, No. 38, from 1st February, 1905.
Apply to—
DARTLY & CO.
Hongkong, 5th January, 1905. [157]

TO LET.

GODOWNS No. 100 and 101, Praya East, with Water Frontage.
Apply to—
VICTORIA BUILDINGS.
Hongkong, 29th December, 1904. [194]

TO LET.

ONE LARGE GODOWN, No. 112A, Praya East.
Possession from 1st January, 1905.
Apply to—
D. DORABJEE, King Edward Hotel.
Hongkong, 25th December, 1904. [189]

TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG, 35, Queen's Road Central.
Hongkong, 3rd June, 1904. [91]

VLADIVOSTOCK JUDGMENTS REVERSED.

The Times' St. Petersburg correspondent writes on Dec. 3rd:
The Supreme Prize Court to-day heard the appeal of the owners of the German steamer *Thea*, which was sunk by the Vladivostock squadron in July last. The Vladivostock Prize Court afterwards deciding that the cargo was contraband and that the sinking of the vessel in the circumstances was justified. The Court to-day decided that the sinking of the steamer was unjustified and reversed the finding of the Vladivostock tribunal. Inasmuch as no appeal was lodged regarding the cargo, the Vladivostock judgment on that point will stand. The owners of *Thea* will in due course present a claim for about £35,000 as damages.

The Court to-day also gave its decision in the appeal lodged by Messrs. Dodwell and Co., the owners of 5,000 sacks of flour confiscated with other portions of the cargo of the *Arabia*, which was seized and taken into Vladivostock in July last, the steamer herself being subsequently released. This appeal was also upheld, the judgment of the Vladivostock Court being quashed as far as Messrs. Dodwell and Co.'s portion of the cargo was concerned.

The *Arabia* case involves the whole question of absolute and conditional contraband. Withstanding the recent declarations of the Russian Government recognizing a distinction under these heads, doubts were expressed as to whether the Supreme Naval Prize Court would regard such decision as retro-active.

The case for Messrs. Dodwell was ably presented by Mr. Sheftel, the eminent counsel. He described the circumstances in which the 5,000 sacks of flour were shipped on the *Arabia* from Portland, Oregon, and consigned to Messrs. Dodwell at Kobe. The Portland Mills Company had telegraphed to Messrs. Dodwell, offering them 10,000 sacks of flour to be shipped last June at 3.40 Mexican dollars a sack. Messrs. Dodwell agreed to take 5,000 sacks at this price. The agreement was subsequently confirmed by letter. The *Arabia*, which had been chartered by the Portland American Steamship Line, sailed from Portland on July 2, and three weeks later was captured in the Pacific Ocean between 90 and 100 miles from Yokohama by the Vladivostock squadron. Mr. Sheftel said that the question for the Court to decide was whether the cargo seized on the *Arabia* was to be considered as having a neutral or enemy's destination.

In support of the first presumption, he pleaded first that Messrs. Dodwell and Co. were an English company established in London and engaged in commercial relations with Japan, in which country, as well as in China and other parts of the world, the firm was represented by branches, and, secondly, that the cargo conveyed was not destined for the Japanese Government, but for the general trade requirements of a neutral firm, and its commerce with a peaceful population. He submitted a series of letters exchanged between the Portland Mills Company and Messrs. Dodwell during the period 1901-1904 showing that long before the present war the two companies had been in constant business relationship, and that, at certain periods of the year, the Portland Mills Company had forwarded consignments of flour to Messrs. Dodwell at Yokohama or Kobe. The flour seized on the *Arabia* was of the Pagoda brand, which had frequently figured in previous shipments of the Portland Company to Messrs. Dodwell. A telegram had been received from the British Consul at Kobe certifying that Messrs. Dodwell carried on a regular trade in flour at that place and that the 5,000 sacks of Pagoda flour were the property of the firm, and intended for the use of local bakers.

Mr. Sheftel contended that the above facts amply proved the neutral and pacific destination of the cargo, which was consequently not liable to confiscation. According to the principles of modern international law, he contended, no restrictions imposed on neutral trade in time of war were wars for contraband goods, or in the case of blockade. Absolute contraband included everything directly designed for the use of the armed forces of the enemy, such as arms, ammunition, and military accessories of all kinds.

Articles of dual use—i.e., which might be equally employed for peaceful or warlike purposes, such as machinery, coal, clothing, and provisions—were also contraband if directly conveyed for the use of the enemy's army and fleet.

The Russian regulations regarding contraband published on May 23 declared that neutral cargoes consigned to the enemy, or indirectly designed for his use, were open to confiscation. Inasmuch as the freedom of commerce constituted the rule in international relations, allowing exception only in the case of contraband, the deduction could be made that when a ship's papers showed that her cargo was consigned to a private person or firm, such cargo was exempt from confiscation. The owner was naturally required to give satisfactory proof of the destination of the cargo, and the conditions under which it was shipped. No further guarantee could, however, be demanded from him.

Mr. Sheftel held that the term "enemy destination" implied the armed forces of the belligerent. Russia was not waging the present war against the peaceful population of Japan, but against the forces directed by the Japanese Government. He referred to Article 12 of the Russian regulations relating to naval captures setting forth that neutral cargoes were open to seizure if they represented contraband conveyed to the enemy, or an enemy port, and submitted that by no process of deduction could the flour shipped by Messrs. Dodwell be ranked under this head.

The Public Prosecutor at Vladivostock had cited the naval instructions of September 20, 1900, as laying down that the term "enemy destination" indicated the enemy's fleet, an enemy port, or even a neutral port. These instructions, Mr. Sheftel argued, related to absolute contraband, and could not be reconciled with the principle of conditional contraband established in the Russian regulations of February, 1904. Counsel refuted the Public Prosecutor's contention that a neutral firm could be regarded as an enemy on the ground of its owning branches in an "enemy country." If this were admitted, neutral commerce with an enemy country would not only be vitally hampered, but Article 4 of the Russian regulations of February 14, 1904, guaranteeing to neutrals the liberty of legal commerce would be rendered null and void.

LATER.
The Court which heard the *Thea* and *Arabia* appeals was the Admiralty Council sitting as the Supreme Naval Prize Court, and was constituted in the same way as when it heard the cases of the *Albatross* and *Chetani*, with the exception that Admiral Pilkington presided for the hearing of the *Thea* and *Arabia* cases was heard.

The appeal in the case of the *Thea* was lodged by the captain, who represented the owners, Messrs. Dodwell and Co., of Kiel, from whom Messrs. Samuel, Samuel, and Co. had chartered the steamer, subsequently sub-chartering her to a Japanese company. When the

vessel was sunk off the Japanese coast she was sailing under the German flag, and Mr. Nicholas Gerke, the counsel representing the captain, maintained that the vessel was never in the legal possession of the Japanese, but had continued in possession of the captain on behalf of the owners. He also pointed out that the treaty between Germany and Japan of April, 1896, authorized German ships to engage in the coasting trade of Japan. The Russian Admiral, in his official report, declared that he sunk the *Thea* because she was carrying contraband—namely, fish and fish oil. Mr. Gerke declared that the officer who was sent on board was informed in German that the cargo consisted of fish manure and fish oil, and the vessel was examined so perfunctorily that there was no time or opportunity to remove the misunderstanding that evidently arose. The hold was not even searched.

In conclusion he called the Court's attention to the fact that the Vladivostock Court ignored the accusation that the *Thea* was carrying contraband, finding that she was sunk because she was carrying on coasting trade in Japan and because she was chartered by a Japanese company. It was these two facts, in the judgment of the Vladivostock Court, that deprived the ship of her neutral character.

The Naval Prosecutor admitted the owners' contentions, and said that the whole affair was the result of a series of misunderstandings, and even if fish manure and oil had been contraband these formed only one-third of the cargo.

The question whether the *Thea* had lost her nationality was only answerable in favour of the owners. The *Thea* belonged neither to the category of ships belonging to the enemy nor to that of neutrals conveying contraband for the enemy.

In the case of the *Arabia* also no serious objections were taken by the Naval Prosecutor to Mr. Sheftel's pleadings. He contended himself by saying that the fact that the cargo was consigned to a private firm did not show its neutral character, but at the same time the prosecution, after exhaustive examination of the papers in the case, had no proofs to offer against the alleged legitimacy of the trade.

The judgment of the Supreme Court justified the seizure of the *Arabia*, and declared that, seeing that no other appeals had been lodged, the remainder of the confiscations held good. (FROM OUR OWN CORRESPONDENT.)
NEW YORK, Dec. 4.
It is understood in Washington that the reversal on appeal of the Vladivostock Prize Court decision in the case of the *Arabia* implies that Russia concedes the principle of conditional contraband for which Mr. Hay has contended from the beginning. Mr. Hay's protest against the seizure and condemnation of American flour on the *Arabia* is, in fact, the basis of the present decision. The judgment of the same Court as to the German ship *Thea*, coupled with the thought to the impartiality and independence of the Russian Court, which are now traceable to the influence of Professor Martens and Admiral Kuznetsov, the leading members of this appeal tribunal.

A KINDLY PUBLIC OFFICER.

Some months ago a letter from Rai Maya Das, R.B., Magistrate of the First Class and Manager of the Mandate Estate in the Ferozepore District, Punjab, was received in London, by the proprietor of Mother Seigel's Syrup, in which the writer ordered some of the syrup to be sent to him at Ferozepore, and mentioned that a boy in the camp had been radically cured of disorders by using the Syrup. The English firm wrote to Mr. Rai Maya Das, asking for some further information, and these are the letters he sent in reply.

THE MAGISTRATE'S LETTER.
The Nest, Ferozepore, September 19th, 1904.
A. J. White, Ltd., London.

Dear Sir,—With reference to your letter dated London, 26th July 1904, I have the pleasure to enclose a certificate from the father of the boy who was completely cured, as it came under my personal observation; therefore I can testify with confidence that the accompanying certificate is a genuine one. It is written in the Hindustani language, and I have translated it for you and it speaks for itself.

I have since been recommending this wonderful Syrup to people far and near, for I remain fixed on in camp. I always travel with a bottle of the Syrup in my box and have already used 4 bottles out of the dozen I bought from you in May last. Both my wife and I (and we are 14 children) use it freely when any one of us is out of sorts, and it acts like a charm. My wife has been suffering from a wheezing cough and catching breath for years together, and she thought it was asthma, but I thought it was the liver, and so gave her a few bottles, and now she is as well as she can be, going easily up and down the stairs—formerly it was a real trial for her to go up a single step.

Please send me five more another dozen or even two dozen if there is any saving in it. Thanking you in anticipation and also for your past kindness in complying with my request so promptly,—I remain, dear Sir, Yours faithfully, (Sgd.) RAI MAYA DAS, R.B. Magistrate 1st Class and Manager Mandate Estate in the Ferozepore District, Punjab, India.

THE CERTIFICATE.
"I, Pir Bakhsh, of Mandote, in the Ferozepore District, declare that my son of about 12 years of age, namely, Ghulam Ahmad, was very ill about the year 1901. He was under the treatment of two physicians, namely, M. Khushid and Muhammad Ali, for some time, but he was no better. His fever grew worse and he had palpitation of heart, and his motions were frequent and very little at a time. His diet did not agree with him, and at last the boy was skin and bones, and we were in despair, until one day when Rai Maya Das, R.B., Ext. Asst. Commissioner, while on camp, heard of the child's ailment, and expressed his opinion that the lad was suffering from a bad form of dyspepsia and recommended Mother Seigel's Syrup.

I began with 10 drops after meals, and by the time we had tried the Syrup for about 20 days the child was improving fast, and after taking 3 small bottles he was quite well. He is now robust and in excellent health and spirits. His younger brother, too, who had had fever, is now being treated the same way, and is recovering fast."

It is not often that a public officer or man of standing in any country is willing and kind enough to interest himself in the personal affairs of others to the extent that Mr. Rai Maya Das has done in this instance. He points out the way of relief for all who suffer from indigestion and stomach troubles.

MAP OF THE SIKANG OR WEST RIVER.

From Hongkong to Wuchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [118]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903, £16,898,650.

1. AUTHORIZED CAPITAL, £2,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
1. FIRE FUNDS, 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 18th June, 1904. [1888]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

CONSEQUENT on the Closing of the Firm of Messrs. TURNER & CO., the undersigned have been appointed AGENTS for the above named Company, and are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE.
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 2nd January, 1905. [132]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.
ALEX. ROSS & CO.
Hongkong 28th April, 1904. [132]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [31]

HONGKONG BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers. 11, Watson's Building, Queen's Road. Also at Shanghai, Manila, Peking and Hong Kong.

PHOTOGRAPHER

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"DAILY PRESS" OFFICE.
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BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, etc. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants. 57, 58 & 59, Connaught Road, New Praya Central.

MITSUBISHI GOSHI-KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKYO.
Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

All Letters Addressed—
MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES—
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. J. H. TRIPP.

MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies, the Saito, Kishida and the other Principal Railway, Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinano, Namazota and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigie, Komatsu (Tagawa) and Matsushima Collieries.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 2,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, 26th April, 1904.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. India and Syria.

From Australia, ex s.s. China.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 31st ult.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 31st December, 1904. [1]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARCADIA,"
Captain Föck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day, the 2nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 2nd January, 1905. [138]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PRIAM,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 9th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognised.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd January, 1905. [9-10]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst., will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DAVID SASSOON & CO., LD., Agents.
Hongkong, 4th January, 1905. [152]

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SHIPPING.

ARRIVALS.
ANATA, British str., 2,251, J. M. Williamson, 5th Jan., Philadelphia 5th Nov. Farnhill Oil. - Standard Oil Co.
BAYERN, German str., 3,128, H. Formes, 4th Jan., Bremen, 23rd December, Mails and General. - Melchers & Co.
BENICMOND, British str., 1,752, D. Clark, 5th Jan., Shanghai 2nd January, General. - Gibbs, Livingston & Co.
CARL DIEDERICHSEN, German str., 774, H. Schliker, 4th Jan., Haiphong 2nd Jan., General. - Jensen & Co.
CLARA JENSEN, German str., 1,103, J. Bendixen, 4th Jan., Chinkiang 31st December, Grounds and Oil. - Jensen & Co.
HAIBONG, British str., 783, W. C. Passmore, 5th Jan., Tamsui, Amoy and Swatow 4th Jan., General. - Douglas Laprick & Co.
HANOI, French str., 739, P. Merlees, 5th Jan., Haiphong and Hoihow 4th Jan., General. - A. R. Marty.
HELENE, German str., 774, Jensen, 4th Jan., Swatow 3rd Jan., General. - Jensen & Co.
LEITHINGTON, British str., 2,853, Tate, 4th Jan., Cardiff 7th Nov. and Singapore 25th Dec., Coal. - Arnold, Karlberg & Co.
M. S. ERYU, German str., 406, P. Brandt, 5th Jan., Tamsui, Amoy and Swatow 4th Jan., General. - Osaka Shosen Kaisha.
TREMONT, Amr. str., 6,105, T. S. Garlick, 5th Jan., Shanghai 2nd Jan., General. - Dodwell & Co.
UNDA, Norwegian str., 879, G. Gabrielsen, 5th Jan., Moji 29th Dec., Coal. - Order.
WILHELM, German str., 3,112, B. Zurbosen, 5th Jan., Kobe 31st Dec., General. - Melchers & Co.

DEPARTURES.
AT THE HARBOR MASTER'S OFFICE.
 5th January.
Apenrade, German str., for Haiphong.
Changchow, British str., for Amoy.
Clara Jensen, German str., for Canton.
Leithington, French str., for Shanghai.
Taiyuan, British str., for Kobe.

DEPARTURES.
 5th January.
ANDRE RICKMERS, German str., for Bangkok.
ARCADIA, British str., for Shanghai.
ARDOVA, British str., for Kobe.
HANYANG, British str., for Shanghai.
KWINTAG, British str., for Canton.
LAISANG, British str., for Calcutta.
LINAN, British str., for Shanghai.
MOYUNE, British str., for Sourabaya.
THETIS, British cruiser, for Singapore.

VESSELS IN DOCK.
 5th January.
ABERDEEN DOCKS - Pilsanuloh.
HONGKONG DOCKS - U.S.S. Fathomer, Agincourt, Hue, Indravelli, U.S.S. Seward, Swanick, Namning, Ascol.
COSMOPOLITAN DOCK - Hatching, Proteus.

VESSELS PASSED ANJER.
 Dec. 14, Dutch str., *Gentooer*, Le Clercq.
 Dec. 14, from Batavia for Rotterdam.
 Dec. 15, Norw. bge., *Altator*, Birken, Dec. 5, from Singapore for Mauritius.
 Dec. 15, British str., *Islandia*, Wright, Dec. 13, from Singapore for Christmas Island.
 Dec. 16, French bge., *Jane Guillevin*, LePrivert, Aug. 26, from Philadelphia for Saigon.
 Dec. 16, Norw. str., *Fri*, Andersen, Oct. 16, from New York for Amoy.
 Dec. 16, British ship, *Saint Mungo*, Buchan, Aug. 17, from New York for Amoy.
 Dec. 19, Dutch str., *Gede*, Beghosu, Nov. 12, from Rotterdam for Batavia.
 Dec. 20, Norw. bge., *Francis Hagerup*, Torgensen, Nov. 3, from Table Bay for Amoy.
 Dec. 20, British str., *Irydene*, Fippert, Dec. 18, from Singapore.
 Dec. 21, German str., *Offenbach*, Schmidt, Oct. 1, from Hamburg via Australia for Batavia.
 Dec. 21, British str., *Chingque*, Parkinson, Dec. 21, from Samarang.
 Dec. 21, Dutch str., *Besocki*, Boon, Nov. 14, from Rotterdam for Batavia.

VESSELS ON THE BERTH
NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship
"BAYERN."
 OF THE NORDDEUTSCHER LLOYD,
 Captain Formes, will leave for the above places TO-DAY, the 6th inst., at 9 A.M.
NORDDEUTSCHER LLOYD,
 For Further Particulars apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 3rd January, 1905. [135]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
JAPAN-CHINA-AUSTRALIA.
FOR BRISBANE, SYDNEY AND EV.
MELBOURNE, VIA NEW GUINEA.
THE Steamship
"WILLEHAD."
 Captain Zurbosen, will be ready to load for the above places TO-DAY, the 6th inst.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
 Agents.
 Hongkong, 3rd January, 1905. [135]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"PURNIA."
 Captain Pearson, will be despatched as above on TUESDAY, the 10th inst., at DAYLIGHT.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 4th January, 1905. [151]

NIPPON YUSEN KAISHA.
FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.
THE China Mutual Steamship
"KINTUCK."
 Captain Terrible, will be despatched as above on WEDNESDAY, the 11th inst., at DAYLIGHT.
 For Freight, apply to
A. S. MIHARA,
 Agent.
 Hongkong, 4th January, 1905. [142]

NOT RESPONSIBLE FOR DEBTS
NEITHER THE CAPTAIN, THE AGENTS NOR THE OWNERS WILL BE RESPONSIBLE FOR any DEBTS contracted by the Officers or the Crew of the following Vessels during the stay at Hongkong Harbour.
ACME, American 4-m. ship, McLellan - Standard Oil Co.
E. SERGES, British ship, Geo. T. Hay - Arnold, Karlberg & Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	MAITA	Brit. str.	1 m.	E. A. Peters	P. & O. S. N. Co.	On 14th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP.	HYSON	Brit. str.	1 m.	Davis	BUTTERFIELD & SWIRE	On 17th inst.
AMSTERDAM, LONDON & ANTWERP.	PRIAM	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st inst.
AMSTERDAM, LONDON & ANTWERP.	GLADSTONE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th Feb.
AMSTERDAM, LONDON & ANTWERP.	DOMINUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 23rd Feb.
MARSEILLES, &c. VIA PORTS OF CALL.	KINTUCK	Brit. str.	1 m.	Charbonnel	MESSAGERIES MARITIMES	On 10th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	DUMBA	Fren. str.	1 m.	J. D. Andrews, R.N.E.	NIPPON YUSEN KAISHA	On 11th inst., Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	PAULAN	Brit. str.	1 m.	C. Meiners	P. & O. S. N. Co.	About 18th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ROON	Ger. str.	1 m.	G. Hoff	MELCHERS & CO.	On 13th inst.
BREMEN, VIA PORTS OF CALL.	C. F. FERD. LAHIEZ	Ger. str.	k.w.	Porzelius	HAMBURG-AMERIKA LINE	On 21st inst.
HAVRE & HAMBURG	AMBRIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 31st inst.
HAVRE & HAMBURG	SITHONIA	Ger. str.	k.w.	Förk	HAMBURG-AMERIKA LINE	On 21st Feb.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINE	On 7th Mar.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k.w.	Lüning	HAMBURG-AMERIKA LINE	On 21st Mar.
HAVRE & HAMBURG	RHENANIA	Ger. str.	k.w.	Behrens	HAMBURG-AMERIKA LINE	On 28th inst., P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Brit. str.	1 m.	Tomanovich	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	HECTOR	Brit. str.	1 m.	Edmondson	BUTTERFIELD & SWIRE	About 14th inst.
GENOA, MARSEILLES & LIVERPOOL.	CRATON	Brit. str.	1 m.		ARNOLD, KARBERG & CO.	About 20th inst.
NEW YORK	RAS ISSA	Brit. str.	1 m.		SHAW, TOMES & CO.	About 20th inst.
NEW YORK VIA SUEZ CANAL.	GHAEZE	Brit. str.	1 m.		DODWELL & CO., LD.	About 25th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	SENCA	Brit. str.	1 m.		STANDARD OIL CO.	On 11th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	1 m.	T. W. Garlick	CANADIAN PACIFIC R. CO.	On 17th inst.
VANCOUVER, VIA SHANGHAI, &c.	TAKMONT	Brit. str.	1 m.	S. J. G. Parsons	DODWELL & CO., LIMITED.	On 27th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	IYO MARU	Brit. str.	1 m.	Wagner	NIPPON YUSEN KAISHA	On 27th inst.
VICTORIA (B.C.) & SEATTLE, WASH. &c.	TIDEUS	Brit. str.	1 m.	Schaw	BUTTERFIELD & SWIRE	On 9th inst., at Daylight.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	NICOMEDIA	Brit. str.	1 m.	Zurbosen	PORTLAND & ASIATIC S.S. CO.	On 11th inst., at Noon.
PORTLAND, OREGON	AUSTRALIAN	Brit. str.	1 m.	W. A. Evans	BUTTERFIELD & SWIRE	On 20th inst.
AUSTRALIAN PORTS	TAIYUAN	Ger. str.	1 m.		MELCHERS & CO.	Quick despatch.
BRISBANE, SYDNEY & EV. MELBOURNE, &c.	DEWIGHSHIRE	Brit. str.	1 m.		SHAW, TOMES & CO.	About 14th inst.
BRISBANE, SYDNEY & EV. MELBOURNE, &c.	THULIAP	Dut. str.	1 m.		JAVA-CHINA JAPAN LIN.	Quick despatch.
SHANGHAI	HUPPI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI	PAOTING	Brit. str.	1 m.		MELCHERS & CO.	To-day, at 9 A.M.
SHANGHAI	BAYERN	Ger. str.	1 m.	H. Formes	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	WIT	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
SHANGHAI	TINGANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 8th inst., at Daylight.
SHANGHAI	HANGSANG	Brit. str.	1 m.		P. & O. S. N. Co.	About 12th inst.
SHANGHAI	PALMA	Brit. str.	1 m.	G. W. Cockman, R.N.E.	P. & O. S. N. Co.	About 14th inst.
SHANGHAI	SIMLA	Brit. str.	1 m.	F. R. Summers	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	KWELIN	Brit. str.	1 m.	Pearson	JARDINE, MATHESON & CO.	On 10th inst., at Daylight.
SHANGHAI	PURNIA	Brit. str.	1 m.	T. Brandt	OSAKA SHOSHEN KAISHA	On 8th inst., at Daylight.
AMOY, STRAITS & RANGOON.	M. STRUYE	Jap. str.	1 m.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 15th inst., at Daylight.
TAMU, VIA SWATOW & AMOY.	FAIRING	Jap. str.	2 h.	Hodgins	DOUGLAS LIPARIC & CO.	To-morrow, at 4 P.M.
TAMU, VIA SWATOW & AMOY.	TREHONT	Brit. str.	2 h.	T. W. Garlick	DODWELL & CO., LD.	About 7th inst.
SWATOW & AMOY	ZAHRO	Brit. str.	1 m.	R. Rodger	SHAW, TOMES & CO.	To-morrow, at 10 A.M.
MANILA	TEAN	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	BUSH	Brit. str.	1 m.	R. W. Almond	SHAW, TOMES & CO.	On 14th inst., at 10 A.M.
MANILA	KAPONG	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 11th inst.
CEBU & LOILO	MAUSANG	Brit. str.	1 m.	Magnadini	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
KUDAT & SANDAKAN	ISCHIA	Ital. str.	1 m.		CARLOWITZ & CO.	On 13th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG.						

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED) SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO RAIL
KUDAT and SANDAKAN	"MAUSANG"	Fri., 8th Jan., 4 P.M.
SHANGHAI	"TINGSANG"	Satur., 7th Jan., 3 P.M.
SHANGHAI	"HANGSANG"	Sun., 8th Jan., Daylight.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 28th December, 1904. [18]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
ROON	WEDNESDAY 18th January
BAYERN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINZESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUTPOLD	WEDNESDAY 29th March
PREUSSEN	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 18th day of JANUARY, 1905, at Noon, the Steamship "ROON," Captain G. Meiners, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, and ANTWERP.

Shipping Orders will be granted till Noon on MONDAY, the 10th January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 17th January, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamers have splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 5th January, 1905. [5]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 11th Jan.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 25th Jan.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 8th Feb.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,582 Tons	WEDNESDAY, 15th Mar.

Hongkong to London, 1st Class via St. Lawrence 260, via New York 262.

Intermediate on Steamers, " " 240, " " 242.

and 1st Class Rail, " " " " 240, " " 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese, Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent, 9, Leaden Street.

[6]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.

C. FERD. LAESZ (HAVRE and HAMBURG)

On 13th Jan. Freight.

AMBRIA (HAVRE and HAMBURG)

On 21st Jan. Freight.

SITHONIA (HAVRE and HAMBURG)

On 31st Jan. Freight.

ARCADIA (HAVRE and HAMBURG)

On 9th Feb. Freight.

ANDALUSIA (HAVRE and HAMBURG)

On 21st Feb. Freight.

SAMBIA (HAVRE and HAMBURG)

On 7th Mar. Freight.

RHENANIA (HAVRE and HAMBURG)

On 21st Mar. Freight & Passengers.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

N. O. "REIN" BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

TAMU, VIA SWATOW

"M. STRUYE"

SUNDAY, 8th Jan.,

at Daylight.

TAMU, VIA SWATOW

"FRITHJOF"

SUNDAY, 15th Jan.

at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local branch Office at No. 8 Des Voeux Road Central.

Hongkong, 30th December, 1904.

T. ARIMA, Manager.

[14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND T

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"WREYCASTLE"	On 3rd January.	
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 6th January.	
GLASGOW and LIVERPOOL...	"AJAX"	On 10th January.	
GLASGOW and LIVERPOOL...	"TYDEUS"	On 24th January.	
GLASGOW and LIVERPOOL...	"PARKING"	On 28th January.	
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 28th January.	
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 31st January.	

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"HYRON"	On 17th January.	
GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th January.	
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.	
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.	
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.	
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.	

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, via
NAGASAKI, KOBE & YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 30th December, 1904. [9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"HUPEH"	On 6th January.	
SHANGHAI	"PAOTING"	On 6th January.	
NINGPO and SHANGHAI	"KWEILIN"	On 6th January.	
SHANGHAI	"WUHU"	On 7th January.	
MANILA	"TEAN"	On 10th January.	
CEBU and ILOILO	"KAIFONG"	On 11th January.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIYUAN"	On 20th January.	

The attention of Passengers is directed to the superior accommodation offered by these
Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 5th January, 1905. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	REMARKS.
SHANGHAI	"PALMA" G.W. Cockburn, R.N.E.	About 12th January	Freight only.
LONDON, &c.	"MALTA" R. A. Peters	Noon, 14th January	See Specia.
SHANGHAI	"SIMLA" F. R. Summers	About 14th January	Freight and Passage.
MARSEILLES, LONDON and ANTWERP DIRECT VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	"PALAWAN" J. D. Andrews, R.N.E.	About 18th January	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th December, 1904. [12]

HONGKONG-MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to- date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 7th Jan., 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 14th Jan., 10 A.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 24th December, 1904. [16]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain S. Collington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CRANLEY"	Captain W. B. Steels.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TUKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Bowley.
S.S. "SEALDA"	Captain Geo. Brown.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.
Hongkong, 30th December, 1904. [19]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG STRAITS via INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON
"NICOMEDIA" 4370 Wagner January 9th, 1905.
"NUMANTIA" 4370 Bremer January 31st, 1905.
"ARABIA" 4488 Bahle February 20th, 1905.
"ARAGONIA" 5193 Schulte March 12th, 1905.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th December, 1904. 3

JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJILATJAP.	JAVA PORTS	First half of January	JAPAN via SHANGHAI	First half of January
TJIMAH	JAVA PORTS	Second half of January	JAPAN via SHANGHAI	First half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.
For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Alexandra Buildings, 3rd Floor.
Hongkong, 28th December, 1904. [16]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON ON
THROUGH BILLS OF LADING ISSUED FOR
BARATIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"MALIA"
Captain R. A. Peters, carrying His
Majesty's Mails, will be despatched from this for
Bombay on SATURDAY, the 14th January,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Himalaya," 6898 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuable, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Egypt," due
in London on the 25th February, 1905.
Passes will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th January, 1905. [1]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL
WITH LIBERTY TO CALL AT THE MALABAR
COAST.
PROPOSED SAILINGS.
S.S. "RAS ISSA" ... About
20th Jan., 1905.
For freight and further information apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 8th November, 1904. [98]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG.
1904.
"GHAZEL" ... 21st Jan.
"SATSUMA" ... 5th Feb.
For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 28th December, 1904. 2839

NIPPON YUSEN KAISHA.
TRANS-PACIFIC SERVICE.
FOR VICTORIA (B.C.) AND SEATTLE,
WASH., VIA SHANGHAI, MOJI,
KOBE AND YOKOHAMA.
THE Company's Steamship
"IYO MARU,"
Captain S. J. G. Parsons, will be despatched as
above on FRIDAY, the 27th inst., at 4 P.M.
For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Building,
First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 5th January, 1905. [162]

NATAL LINE OF STEAMERS.

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in CHINA and JAPAN for the above Line
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OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
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DODWELL & CO., LIMITED,
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Hongkong, 4th August, 1897. 8

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951 Tons, Captain J. McGinty, will leave for
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Cargo Freight, very moderate.
CHEUNG ON STEAMBOAT CO., LD
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. 20

SHIPPING IN PORT.

STEAMERS.
AGINGOURT, British str., 2,876, H. T. Worsnop,
Haiphong Island 1st Oct.—Gilman & Co.
ALGOA, British str., 4,897, A. Zorder, 3rd Jan.,
—San Francisco 31st Oct. and Moji 29th
Dec. General and Coal.—P. M. S.S. Co.
AMARA, British str., 1,566, C. J. Matcock, 1st
January.—Hong Kong 29th December, Coal.
Jardine, Matheson & Co.
ANPING, Chinese str., 1,159, Bletheau, 4th
January.—Canton 3rd Jan., General.—
Chinese.
APENHADE, German str., 611, Dragulm, 3rd
January.—Haiphong 1st January, Rice.—
Jensen & Co.
ASCOT, British str., 2,785, C. E. Cox, 28th
December.—Mororan 17th December, Coal.
—Dodwell & Co. Ltd.
CATHERINE APCAR, British str., 1,730, A.
Stewart, Calcutta 17th Dec., Penang 24th
and Singapore 27th, General.—David Sas-
son & Co.
CHANGCHIEW, British str., 1,213, J. Harrison,
2nd Jan.—Singapore 24th Dec., General.
—Chin se.
CHINA, Austrian str., 2,720, Tomonovich, 29th
Dec.—put back from Lammocks Island 29th
Dec., General.—Sander, Wieler & Co.
CHITNEY, Chinese str., 1,177, Charles Stewart,
23rd Dec.—Shanghai 20th Dec., General.
—Chinese.
CHOWTAT, German str., 1,115, H. Textor, 3rd
January.—Bangkok 26th Dec., Rice.—
Melchers & Co.
CHUNSHANG, British str., 1,412, R. Cox, 3rd Jan.,
—Wuhu 29th Dec., Rice.—Jardine, Mathe-
son & Co.
COPTIC, British str., 2,744, R. Lobe, 2nd Jan.,
27th December.—San Francisco 26th Nov.,
and Shanghai 23rd December, General.—O.
& S. N. Co.
COURTFIELD, British str., 2,574, W. Martin,
30th Dec.—urban 30th November, Nil.—
23th, Livingston & Co.
DERWENT, British str., 1,563, J. Jenkins, 1st Jan.,
—Suva 26th Dec., General.—Chinese.
DIX OLA, British str., 2,820, M. N. English,
15th Dec.—New York 16th sept., Case Oil.
—Standard Oil Co.
EASTREY, British str., 1,944, Horsfield, 3rd Jan.,
—Moji 27th Dec., Coals.—Bradley & Co.
ELG, Norwegian str., 703, Christophersen, 3rd
January.—Manila 31st Dec., Ballast.—
Sander, Wieler & Co.
EIGER, Norwegian str., 880, Chr. Rafen, 1st
January.—Chinkiang 27th Dec., Rice.—
Order.
EMPEROR OF CHINA, British str., 3,046, E.
Beckham, R.N.E., 29th Dec.—Vancouver
(B.C.) 28th Nov. and Shanghai 18th Dec.,
Mails and General.—C. P. R. Co.
HAICHING, British str., 1,267, A. E. Hodgins,
31st December.—Swatow 30th December,
General.—Douglas LaPraik & Co.
HANGSANG, British str., 1,356, Wilde, 4th
January.—Canton 3rd January, General.—
Jardine, Matheson & Co.
HONGKONG, French str., 75, H. Suzzeni, 3rd
Jan.,—Haiphong and Hoihow 2nd Jan.,
General.—A. R. Marty.
HUE, French str., 705, Goddard, 27th Nov.—
Haiphong and Ports 26th Nov., General.—
A. R. Marty.
ILFORD, British str., 2,789, J. G. McKechin,
24th Dec.—Moji 24th Dec., Coal.—Jardine,
Matheson & Co.
INDRAVELLI, British str., 3,125, S. Collington,
28th Nov.—Shanghai 24th Nov.—Jardine,
Matheson & Co.
INKELA, British str., 3,316, E. Dean, 13th Dec.,
—Malta 4th Nov.—Order.
KANBO, British str., 1,421, W. Baddley, 1st
January.—Moji 26th December, Coal.—
Butterfield & Swire.
KENNINGTON, British str., 2,247, Dover, 3rd
Jan.—Callao via Panama and Yokohama
3rd Oct. Ballast.—J. R. J. Jardine, Matheson & Co.
KEONGWAI, German str., 1,115, W. Moller,
2nd Jan.—Bangkok 22nd Dec., Rice.
—Butterfield & Swire.
KISH, British str., 4,927, E. Robertson, 3rd Jan.,
Moji 28th Dec., Coal.—Bradley & Co.
KOREA, American str., 5,651, Wm. B. Seabury,
3rd Dec.—San Francisco 3rd Dec. and
Nagasaki 27th, Mails and General.—P. M.
S. S. Co.
KWANPOING, British str., 1,240, Blake, 31st
December.—Haiphong 29th December,
General.—C. E. & M. Co.
KWEILIN, British str., 1,072, Brymer, 2nd Jan.,
—Canton 1st Jan., General.—Butterfield &
Swire.
MAISANO, British str., 1,644, S. J. Payne, 22nd
December.—Saidau 17th Dec., Timber.
—Jardine, Matheson & Co.
NICOMEDIA, German str., 4,364, A. Wagner,
31st December.—Portland via Japan 21st
Nov., General.—P. & A. S. S. Co.
PITSANULOK, German str., 1,264, C. Fuchs,
31st December.—Swatow 30th December,
Rice.—Butterfield & Swire.
POLUX, Norwegian str., 779, C. Svanen, 1st
Jan.—Blenki 21st Dec., General.—Order.
PHRA NANG, German str., 1,021, F. v. Munge-
dorff, 3rd Jan.—Bangkok 28th Dec., Gene-
ral.—Butterfield & Swire.
PRETIVE, Norwegian str., 1,024, C. Moller, 3rd
January.—Manila 28th Dec., Ballast.—
E. A. Harding Co.
ROBERT, British str., 2,833, D. M. Robertson,
4th Jan.—Bary 11th November, Coals.—
Arnhold, Karberg & Co.
SHARZAD, British str., 1,286, J. A. Martin,
4th Jan.—Canton 3rd January, General.—
Chinese.
STANLEY DOLLAR, British str., 1,870, J. Bruce,
3rd Jan.—Moji 28th Dec., Coals.—Shewan,
Tomes & Co.
TAIYUAN, British str., 1,459, L. Dawson, 2nd
January.—Melbourne 30th Nov. and Manila
31st Dec., 17 boxes Gold and General.—
Butterfield & Swire.
TAKSANG, British str., 977, W. P. Baker, 3rd
January.—Chinkiang 29th Dec., General.—
Jardine, Matheson & Co.
TOLV, Norwegian str., 740, J. Enger, 2nd Jan.,
Bangkok 18th Dec., Rice.—Chinese.
ZAFIRO, British str., 1,611, R. Rodger, 2nd
January.—Manila 31st December, General.—
Shewan Tomes & Co.

SAILING SHIPS.
ANCIENS, British barque, 1,700, Salter, 28th
November.—Fremantle 20th Sept., Sandal-
wood.—Order.
Geo. T. HAY, British ship, 2,000, E. Spicer,
20th Dec.—Cebu 26th Nov., Ballast.—
Arnhold, Karberg & Co.
PRINCE ROBERT, Norwegian 4-m. barque, 2,655,
Hansen, 22nd Nov.—New York 9th July.
Petrolium.—Standard Oil Co.
TARANG, American schooner, 70, Probst, 18th
December.—Yap (Caroline Island) 4th Dec.,
Beche-de-mer.—G. P. Lamport.
TELEMACHUS, British str., 1,310, J. William-
son, 28th Dec.—Saigon 22nd Dec., Rice
and General.—Chinese.
BRITISH WARSHIPS.
ALACHTY, British despatch-boat, 1,700, Comdr.
R. M. Harbord.
ALBION, H.M. battleship, 12,950, Fremantle.
ALGERINE, British sloop, 1,050, Rowland
Nagat.
BRITOMART, British gunboat, 710, Com. T. D.
Pratt.
CENTURION, British battleship, 10,590, P. F.
Fegen.
CHERUB, water tank and tug.
GLORY, British battleship, 13,090, Hon. W. G.
Stopford.
HANDY, torpedo boat destroyer, 1,000, Shortland.
HOGUE, British cruiser, 12,000, Shortland.
HUMBER, British storeship, 1,400, P. M.
Riadors.
IMIGENIA, British cruiser, 3,600, Fawcner.
OBERON, British battleship, 12,950, T. Y. Grest.
OTTER, torpedo boat destroyer, Lieut. E. H.
Jellison.
PHOENIX, British sloop, 1,050, John Nicholas.
ROSARIO, British sloop, 960, Virian.
TAKU, British destroyer, 250, Cranford.
TAMAR, receiving ship, Commodore C. G.
Dickson.
TWEED, British gunboat, 362, R. H. Keate.
VIRAGO, torpedo-boat destroyer.
WATERWITCH, British surveying-ship, 630,
Comdr. C. C. Hardy.
FOREIGN WARSHIPS.
ADAMANTON, Portuguese cruiser, 1,960, Ribetio.
CALLAO, U.S. gunboat, 285, Lieut. Dismark.
DIX, Portuguese gunboat, 750, H. M. Contino.
FURST BISMARCK, German cruiser, 11,000,
Probst.
GENERAL ALAVA, American transport, Captain
Whitton.
KAISERIN ELIZABETH, Austrian cruiser, 4,000,
Mirie.
LUCAS, German gunboat, 55, Kroenke.
SEWARD, U.S. transport, 350, Croaskey.
VASCO DA GAMA, Portuguese cruiser, 3,000,
Vasco de Carvalho.
HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.
Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Hubert, Hongkong
Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Hongkong.
Algerine, sloop, in reserve, Hongkong
Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
Weihaiwei.
Andromeda, cruiser, 12,500 tons, Capt. Nelson
Omanney, Weihaiwei.
Astraea, 2nd class cruiser, 4,363 tons, 10 guns,
7,000 h.p., Captain Lionel G. Taitall
Singapore.
Bramble, gunboat, in reserve, Hongkong
Britomart, gunboat, in reserve, Hongkong
Centurion, battleship, 10,590 tons, Capt. Fegen,
Hongkong.
Fame, torpedo-boat destroyer, 330 tons, 6 guns,
5,700 h.p., Lieut. Comdr. C. Asser, Hong-
kong.
Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Capt. Hon. W. G. Stopford, Hongkong
Handy, torpedo-boat destroyer, 250 tons, 6 guns,
4,000 h.p., in reserve.
Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., Weihaiwei.
Hogue, cruiser, 12,000 tons, Captain Shortland,
Hongkong.
Humber, storeship, 1,400 tons, Comdr. P. M.
Riadors, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, Capt.
Fawcner, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lieut. Comdr. J. A. Gregory,
Weihaiwei.
Kinsha, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Metcalf, on Yangtze.
Moorhen, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. F. B. Noble, West River.
Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Grest, U.M.G., Hongkong.
Otter, torpedo-boat destroyer, 350 tons, in
reserve.
Phoenix, sloop, in reserve, Hongkong
Rambler, surveying-ship, 883 tons, Comdr.
Chas. E. Moore, Labuan.
Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. Vanguan, Hongkong.
Rosario, sloop, in reserve, Hongkong
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. L. W. Jones, Hongkong.
Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Weihaiwei.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Ernest W. G. Davidson, on
Yangtze.
Sutlej, 1st class cruiser, 12,000 tons, 21,000 h.p.,
on route Hongkong.
Taku, torpedo-boat destroyer, 250 tons, 6 guns,
5,600 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, 6 guns,
Commodore C. G. Dickson, at Hongkong.
Teal, river gunboat, 130 tons, 2 guns, Lieut.
Comdr. E. F. B. Dunmore, on Yangtze.
Thetis, cruiser, 3,400 tons, Capt. J. O. A.
Wilkinson, Hongkong.
Tweed, gunboat, in reserve, Hongkong
Vengeance, battleship, 12,950 tons, 12 guns,
13,500 h.p., Capt. L. C. Stuart C.M.G.,
Hongkong.
Virago, torpedo-boat destroyer, 330 tons,
in reserve.
Waterwitch, surveying-ship, 620 tons, 450 h.p.,
Comdr. E. C. Hardy, Hongkong.
Whiting, torpedo-boat destroyer, 380 tons, 6
guns, 5,900 h.p., Lieut. Comdr. Wells,
Hongkong.

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